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RAILWAY AGE

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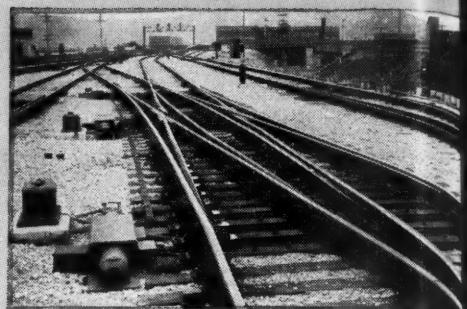
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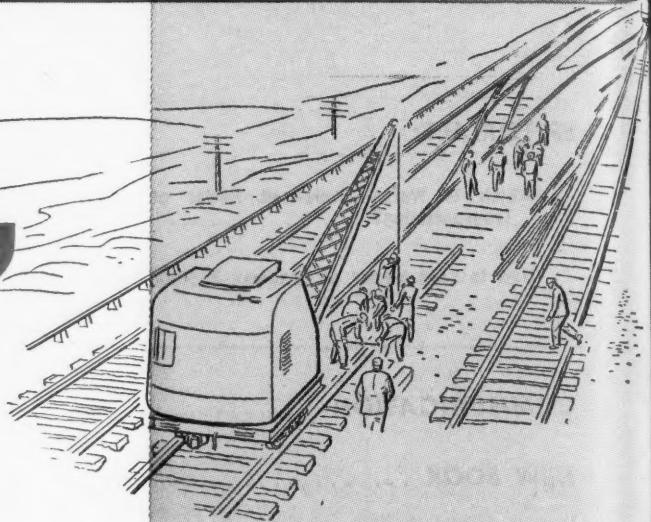


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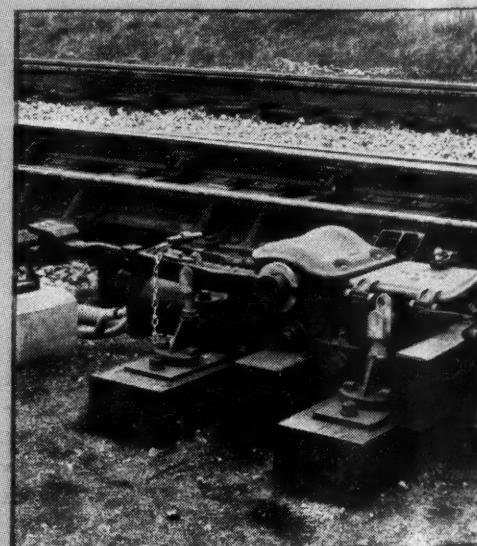
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WEEK AT A GLANCE

APPROACHING THE PEAK: The fall of the year is traditionally the period of heaviest railroad traffic. And, barring abnormal conditions over which the railroads have no control, 1949 seems to be following form. Arthur H. Gass, chairman of the A.A.R.'s Car Service Division, reports a "sharp rise" in the demand for cars in his monthly review of the national transportation situation (see News section). Car loadings for last week were off from last year, but the drop in coal loadings as a result of the strike was greater than the over-all decline, indicating the beginning of a seasonal rise in traffic not subject to the whimsies of a certain beetle-browed labor leader.

BACK FOR MORE: There seems literally to be no end to the demands of organized railroad labor. As our News pages state, the carriers are meeting at Chicago with representatives of the conductors and trainmen on the latter's demands for a 40-hr. week for hourly-rated workers, a 100-mi., 5-hr. basic day in passenger service and numerous other concessions.

FEATHERBEDDING—AND DIRTY CARS: Everyone concerned recognizes that railroad-shipper cooperation, achieved through the medium of the regional advisory boards, was an important factor in the successful handling of the country's record war-time traffic. Opportunities for continued cooperation, to the mutual advantage of railroads and shippers alike, are just as plentiful, and just as necessary today as they were five years ago; our News accounts of two recent board meetings indicate two of them. Shipper investigation of "featherbedding," as proposed by the Southeast board, is one such opportunity; shipper assistance in "cleaning up" the "dirty car" problem, advocated by the Allegheny board, is another.

NEW CARS FOR U. P.: In recent months the American Car & Foundry Co. has delivered to the Union Pacific 22 passenger cars of three different types, all, however, featuring lounge facilities. The new cars are described, and also fully illustrated, in this issue's first feature story, which starts on page 30.

GOVERNMENT OPERATION—A LOSING PROPOSITION: Our own experience during World War I, and the experience of many other countries, has proved, beyond any shadow of reasonable doubt, that government operated transportation systems can't—or at least don't—operate profitably. The recently released 1948 annual report of the British Transport Commission, covering the first full year of transport nationalization in Great Britain, by showing financial results typical of government owned systems elsewhere, bolsters the conviction that such ownership is definitely a losing proposition. Moreover, as revealed by Bill Schmidt's articles in recent issues, the money loss has not been off-

set by any substantial improvement in service, lower rates or higher wages. The commission's report is reviewed in our Overseas News section.

RAILROAD RETIREMENT VS. SOCIAL SECURITY: Railroad employees—and railroad companies—pay approximately six times as much for retirement, death and disability benefits under the Railroad Retirement Act as industrial workers and industrial companies generally (including railroad competitors) pay for corresponding benefits under the Social Security Act. Do railroad employees receive six times as much protection as a result of the higher outlay? The article on page 39, abstracted from an analysis by the National Industrial Conference Board, examines this complicated question.

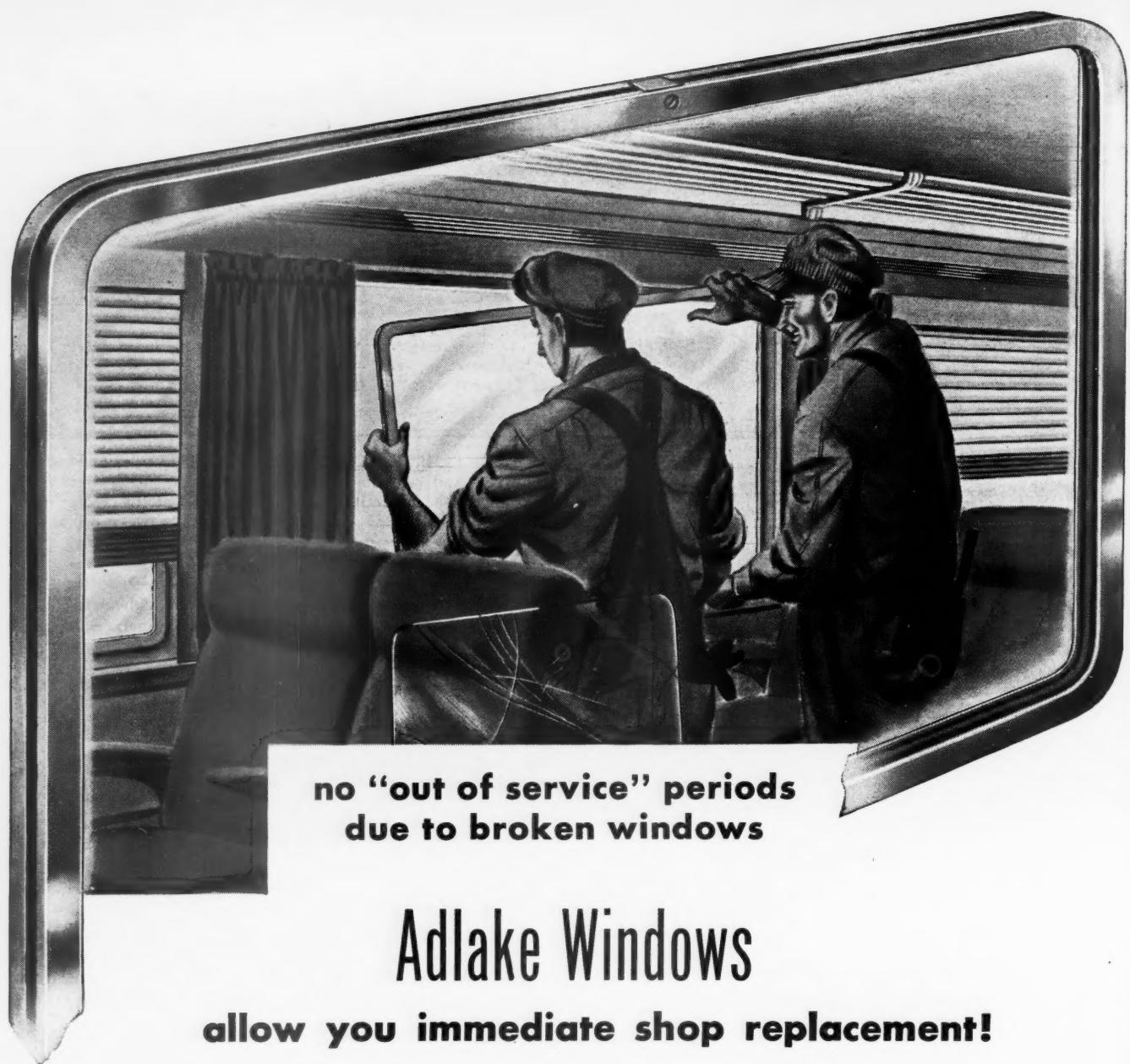
ANOTHER WEAPON: Another weapon for the railroads in their never-ending war on freight claims is a simple, inexpensive, adaptable bulkhead anchor devised by two New York Central men. The device, which has proved highly satisfactory in some six months of service, and is now in use on about 9,000 bulkheads, is described and illustrated on page 38.

THIS IS REALLY NEW: Down in Cuba, as related in the Overseas News, the employees of one railroad are reported to be anteing up half a million dollars to buy new equipment for the company. Can anyone imagine that happening here? We can't.

R.E.A. BUILDS FOR THE FUTURE: Starting on page 37 is a brief description of the series of nationwide management-employee meetings recently inaugurated by the Railway Express Agency, with the double objective of increasing its business and of promoting job security.

IMPROVED COMMUNICATIONS CUT COSTS: By installing in its East Joliet yard an extensive system of two-way talk-back and paging loud-speakers, the Elgin, Joliet & Eastern has made operation of the yard faster and more efficient, and is realizing each year savings in operating costs equal to about half the cost of the installation. The system and its operation are described, with illustrations, in the article which begins on page 42.

B. & B. REPORT: Beginning on page 44 is a complete account of the 54th annual convention of the American Railway Bridge & Building Association, held concurrently with the annual meeting of the Roadmasters' and Maintenance of Way Association which was reported in last week's *Railway Age*.



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Which Is Worse—Socialized Power or Socialized Transportation?

About a year ago the editors of this paper were chided in a friendly way by another publisher of business papers for what he characterized as our stubbornness in opposing what is frequently known as the "wave of the future"—namely, the steadily progressing trend toward "statism" and socialization. The course which sensible men should pursue, this critic insisted, was to ride along with the tide, striving to profit from it wherever possible, and not persist quixotically in "sweeping into the wind." Our answer was then, and it still is, that in the long run "statism" and socialism will not work—they cannot provide the necessities of life for the 165,000,000 people on this continent. Rather than go traipsing along with the crowd, however numerous, which is always ready to cheer for N.R.A. or any other skilfully touted economic or political nostrum—this paper prefers to continue expounding and defending the system of economics and politics which in a century and a half of American history has *demonstrated* its miraculous power to provide general well-being. Two plus two will continue to equal four, no matter how many votes there may be which insist that the answer is six.

In this resolve we are happy to find ourselves in excellent if not numerous company—that, among others, of the Foundation for Economic Education of Irvington, N. Y., which has come mighty close to establishing itself as the nation's ablest exegesist,

in popular language, of the essential principles of political and economic freedom. In a recent publication, the foundation reveals the overwhelming popularity, as disclosed by an opinion survey, of the Tennessee Valley Authority among the "influence group" (e.g., teachers and newspaper editors)—82 per cent of them expressing approval of this agency and only 7 per cent opposing it. Undismayed by this distressing evidence of economic imbecility in what are, supposedly, the "higher brackets" of intellectual attainment, the foundation has proceeded to produce a devastating expose* of the iniquities and dangers inherent in the T.V.A.

Experience Will Enforce Correct Solution

No economic or social problem is solved until it is solved right—that is, until behavior is adjusted to conform to the facts. It is demonstrable by analysis as well as from the lessons of history that maximum economic well-being is attainable only when, first, political freedom is established and maintained. If a majority of the people choose to ignore reason and history, then painful experience will, at length, enforce a correct solution upon them. When the Gadarene swine were plunging headlong toward the sea, doubtless any one of their number beseech-

*"The T.V.A. Idea," by Dean Russell. 108 pp., bound in paper, price 75 cents.

ing them to pause and consider their course would have been grunted down as a most "impractical unrealistic" pig.

The foundation's analysis of the T.V.A. is not exhaustive—and not exhausting either; because it is so well written. The author gives vent to no animus against T.V.A. *per se*, but uses it as a means of education in the principles of freedom, by indicating how these principles have in this specific instance been violated; and what the inevitable and painful consequences must be.

The statistical dishonesty of T.V.A. protagonists is clearly set forth—how they charge power installations to "flood control" and "navigation," so electricity may be sold at artificially low rates; as well as other stratagems to similar effect, such as the avoidance of taxation and interest charges. There is not the space here to summarize, even briefly, all this evidence—which every American with any pretensions to concern for his country's welfare ought to look for in the booklet itself. We are concerned here, rather, with the bearing of this study of the T.V.A. upon the transportation business.

One chapter in the booklet is entitled "Navigation." Figures are cited therein to show that the so-called "savings" which the T.V.A. makes in freight charges for shippers using T.V.A. waterways cost the taxpayer \$4 for every \$1 "saved" to shippers. As with all other improved inland waterways, if shippers are going to be subsidized—as many, even, of the most self-righteous "free enterprisers" among them take for granted—why not subsidize them by the most economical method rather than the most expensive? But why, indeed, subsidize them at all? The customary rejoinder to that question is that the subsidies are passed along to consumers in lower prices—but, the foundation's booklet asks: "Why should the taxpayers be forced to subsidize the consumers any more than the shippers?"

Coercive Investment

Coercive investment of taxpayers' money, which is the substance of T.V.A. and all socialized production, simply takes people's money and spends it for things they do not want enough to pay for—instead of leaving the money with the people so they can spend or invest it as they see fit. This process inevitably leaves the people with the satisfaction of fewer wants than they would have satisfied if government had not interfered.

T.V.A. is plain coercion—deceptively candy-coated, to be sure. It is an embryonic dictatorship, pointed inevitably toward poverty and enslavement if the trend it represents is not halted.

The highest estimate of the total outlay on T.V.A. is \$1,200 million. Some return, at least, is earned on at least some part of this investment. Now, for a comparison, let's take a look at what is going

on in highway financing. In 1947, expenditures on highways exceeded the levies on users of the highways by about half a billion dollars—and highways yield no interest and no *ad valorem* taxes whatever, while T.V.A. yields something. It is evident that our present system of highway finance represents the equivalent in socialization and statism of one more T.V.A. about every two years. If tears are to be shed—as they should be—over the socialization of electric power by the T.V.A. device, then a veritable torrent of lachrymose anguish is needed to mourn in due proportion the degree to which socialization has invaded the transportation industry.

What About Transportation?

The foundation booklet points out that the federal government was producing 12 per cent of all electric power at the end of 1946 and that, of \$5 billion to be invested in additional electric power facilities by the end of 1951, one-third would be in government-owned plant. Deplorable, no doubt about it. But has the foundation looked recently into the comparative investment of private and government capital in transportation plant during the past ten or fifteen years? Bad as T.V.A. is—as a prototype of waste, coercion, statism and socialism—it is mere peanuts in comparison to the ascendancy of these pernicious trends in the transportation business.

HOW TO LOSE MONEY IN ROADWAY MECHANIZATION

On many roads the acquisition of machines for carrying out roadway and structures work is now far ahead of the organization for operating this equipment and keeping it in repair. And, no doubt, on each of these roads there are some who believe they are saving money by continuing this practice. There are railway officers who readily authorize the purchase of power tools and machines but are so unrealistically optimistic that they turn downright stingy when it comes to approving the relatively modest expenditures needed to insure the efficient operation of these machines. These officers apparently don't know just what such a policy is costing in inefficient operation, breakdowns, and idle man-hours.

While this situation has been distressing on some roads for a long time, it now threatens to become acutely critical as road after road gets more of this equipment as one means of increasing production and lowering costs under the shorter work-week in

the maintenance-of-way department. Some of these large production units are costly, and their idleness from breakdowns is expensive. It is also generally true that the larger the number and size of the machines, the larger the proportion of maintenance-of-way employees that are tied directly to or paced by these machines, and thus the larger possibility of lost man-hours when the machines operate inefficiently or break down altogether.

There is difference only in degree between attempting to operate Diesel locomotives with inexperienced enginemen, insufficient road mechanics, and inadequate shop facilities, and attempting to operate work equipment for doing maintenance-of-way and structures work with inexperienced operators, too few road repairmen, and poorly equipped repair facilities. Both would produce costly, unsatisfactory results. And yet, some roads are neglecting their work equipment in all three respects, with losses that would cause embarrassment if they were better known.

Those in responsible charge of work equipment

on those roads that are today getting the greatest efficiency and production out of such equipment—with minimum man-hour losses in accompanying gang organizations—insist that work equipment operation, maintenance and repair must be in the hands of a fully-qualified man, with adequate authority and definite responsibility. They insist upon adherence to a “preventive-maintenance” program, with a sufficient number of field mechanics to inspect machines and instruct operators. They insist that only experienced men be employed to operate the various machines, even if necessarily at a higher wage rate; that only quality fuels and lubricants be used; and that well-equipped, adequately manned shop facilities be provided for major repairs and overhauls. They agree that undermaintenance and inefficient operation are not the concern alone of the large, well-equipped roads, but should be of equal or greater concern to the smaller roads which have so few machines that replacement units are not available when machines must go in for periodic maintenance or when breakdowns occur.

“ICEWAY”

Proponents of the [St. Lawrence] “Iceway” are divided between two camps on the basis of those advocating the assessment of tolls on freight traffic passing through the locks, and those preferring to present the proposal without attempt to conceal its true nature as a publicly-supported project in competition with private enterprise. That the “Iceway” should be self-liquidating and self-supporting is established by sound economics, but does anyone actually believe it can be made so? Tolls of an order which would accomplish this would immediately reduce traffic volume to a mere trickle and the “Iceway” would be in the position of pricing itself out of its market. We must, therefore, view the project in its true light and not confuse our thinking by even considering the possibility of it earning its way. We cannot be misled by governmental wishful thinking, but rather, we must face bare economic and engineering facts.

We are in a chaotic period of transport activity. Actually our plant at present is superadequate but poorly co-ordinated. For this reason we should not add to present investment without the most careful planning, based on a dependable and thorough up-to-date study of our transportation needs at the national level. If we fail to approach the problem in this manner, we shall destroy much of the existing investment and cause new projects, which may be paid for at taxpayers' expense, to be consummated which would be wholly unjustified and a needless drain on the resources of our people. If traffic is to move it must do so freely throughout the year if the flow of business demands it. If the flow is not uniform, then tremendous storage capacity is required and can only be provided at a price to be paid by the user.

The St. Lawrence project has been promoted with three arguments predominating—alleged low power costs to the area which is under its influence and which, it is erroneously claimed, is now in short supply; alleged low transportation costs of midwestern production; and the third argument, which is built around a huge unproved

reserve of Canadian high grade iron ore, free to move to the “American Ruhr” without exposure to the hazards of ocean movement during time of war. Canada's unlimited resources in undeveloped power within the dominion cannot be overlooked. Increased power demand in our own country can be more quickly and cheaply obtained by other means. The tremendous cost to every United States citizen of whatever rates advantage the midwestern farmer may enjoy can be demonstrated without question. The advisability of spending vast sums to provide a course for the importation of Canadian ore, even though from a friendly neighbor, is questioned, especially since the development of refining processes directed toward the recovery of our own ore reserves may be throttled thereby. It appears doubtful that ocean shipping in volume would make use of a long, tortuous, often fog-shrouded, channel if it were provided, and the possible benefits to our country if it were used are not clear. The advantage of inland yards for the building of ships in the event of war is not wholly clear. If our coastal shipbuilding plants should be endangered, a long and narrow channel, vulnerable to the destruction of locks and exposing helpless vessels on their way to the sea to the perils of modern warfare, can scarcely be a solution. Despite the facility with which the fundamental purpose of the project can assume new forms, the necessity or the prudence, even yet, is not apparent. And so, whether or not we shall bring into existence the proposed St. Lawrence Seaway and Power Project remains a question of vital importance—a question, grave in all its implications. When the decision is finally arrived at, it must not have been ill-considered, for that decision will profoundly affect the ultimate economic future of a large part, if not the whole, of our nation.

—From “Iceway,” a discussion of the St. Lawrence Seaway Project presented at the University of Michigan by L. K. Sillcox, first vice-president of the New York Air Brake Company.



U. P. RECEIVES CL

Left—The barber shop. Below—Looking from the dining section of the cafe-lounge car toward the lounge



During the spring and summer of this year the Union Pacific has received from the American Car & Foundry Co. 22 passenger cars of three types, all featuring lounge facilities. Six are club cars with dormitory facilities for 12 in two rooms, and a steward's room with upper and lower berths. Nine are club cars in which a barber shop and shower room are installed in lieu of the dormitory facilities. Seven are cafe-lounge cars with 21-ft. 4-in. kitchen and pantry, a cafe section with dining tables and chairs for 24, and lounge seats for 28.

Arrangement of the Club Cars

Each of the club cars has seats on individual chairs and settees for 38 persons. At the end of the car on one side of the end doorway is a writing table with desk chair and on the other side of the doorway is

a magazine table. At each side of the car is a section with fixed settees and an oval table. At the end of the room adjoining the bar are two small circular refreshment tables, each between two push-back chairs. The remaining chairs and settees are arranged along the sides of the room.

Adjoining the end of the lounge room in all of the club cars are a barroom and a bar storage. The service bar can be closed by a roll-up door in the end partition of the lounge room. With the back bar and working space it occupies a room 6 ft. long alongside the corridor.

Immediately behind it is the bar storage in a room of the same length. This is served by a loading door in the side of the car. A door to the bar storage room from the corridor provides access to the barroom through a creep door under the back bar. The barroom has a stainless-steel floor on which are placed wood

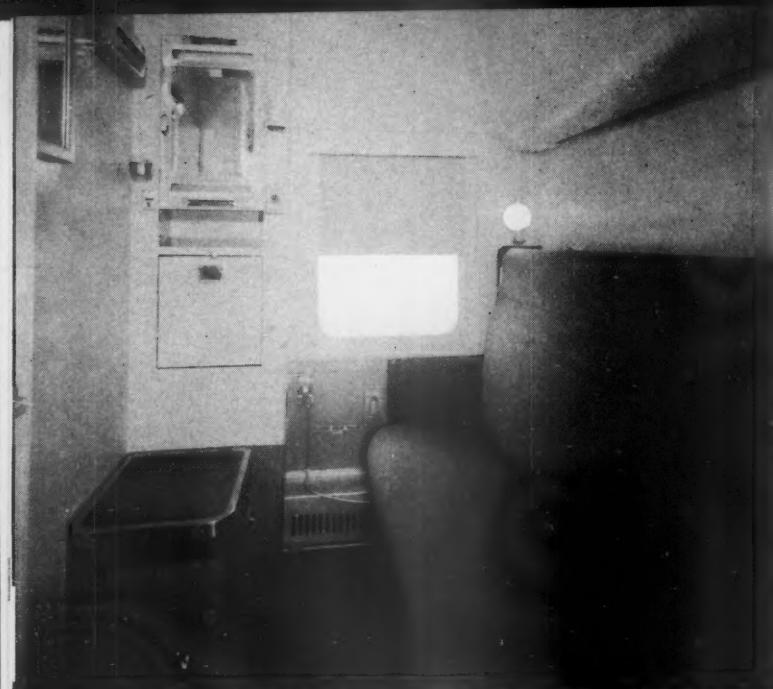
VES CLUB AND CAFE-LOUNGE CARS

Of three types, built by American Car & Foundry — Club cars are divided between dormitory facilities and barber-shop and bath



Above—The lounge in the club car. Below—Pantry, looking toward the kitchen of the cafe-lounge car





Above—Steward's room in the club-barber-shop car. Below—One of the two crew rooms in the club-dormitory car



racks. The floor of the bar storage room has a rubber surface.

The colors in the lounge rooms are predominantly grays and browns, relieved by the bright aluminum surfaces of the corrugated aluminum frieze panels and the cream of the ceiling. The bulkheads below the bar and the pier panels are gray, with the wainscot a darker tone of the same color. Slats and tapes of the Venetian blinds are gray and the frames satin-finished aluminum. Table tops are light gray Formica. The upholstery is in light and dark brown and the furniture is arranged to avoid monotony. The carpet is in two tones of brown. Drapes are patterned in figured horizontal stripes of rose, white, and dark brown on a gray ground. Aside from the corrugated aluminum frieze

panels, the principal decorative feature of the lounge room consists of the two semicircular mirrors on the bulkhead and the corridor door and the grill in the lower part of the door. Fluorescent lighting is arranged in glass-covered cove fixtures which extend completely around the four sides of the room.

The club-barber-shop cars, like those with dormitory facilities, have steward's rooms. In the barber-shop cars the steward's room adjoins the bar storage room and has a floor space 5 ft. 4 in. long. It has transverse upper and lower berths, the latter of which serves as a settee during the day. There is a chair-type hopper, above which are a folding wash basin and a medicine cabinet.

The barber shop occupies a floor space of 8 ft. 8½ in. long. Its equipment consists of a barber chair, a pedestal lavatory under the window, a sterilizer, display counter and mirror, flanked by lockers across one end of the room, and two lockers, one for patrons, at the other end of the room with the door to the shower room between them. In the shower room are a shower stall with stainless-steel walls and floor, a toilet and lavatory. A large locker for patrons opens into this room. On both sides of the door between the barber shop and the shower room are long mirrors.

Adjoining the bar storage room of the club-dormitory cars are two crew's rooms, each 6 ft. 9 in. long, in each of which are two transverse tiers of bunks. Between the ends of the bunks and the corridor partition are lockers for the occupants of the rooms. Alongside the lockers are permanently installed safety ladders for access to the two upper bunks. Against the side of the car between the bunks is a folding wash basin and over this, above the window, is a paper-towel dispenser in a medicine cabinet with hinged mirror front.

The steward's room in the cars of this type is 4 ft. 10 in. long. It is fitted with a combination tilting hopper and folding wash basin and cabinet with built-in light fixture and mirrors.

In the corner of the car, opening from the corridor just inside of the end car door, is a toilet room with hopper, wash basin and dental bowl.

The Cafe-Lounge Cars

The dining rooms of the cafe-lounge cars have three tables on each side, each seating four. Beyond the end of the dining room are card sections, each seating four. These are separated from the dining room by glass partitions etched with gold lines, which extend up to the top of the frieze panels and are closed with grills above. The remainder of the room is occupied by chairs and settees arranged along the sides of the car. At the end of the car are a writing table and a magazine table.

Colors in the two rooms of these cars are varied in effect. Ceiling and wall colors are alike, but upholstery in the dining room runs to two-color combinations of red and brown leather, while the upholstery in the lounge section is brown in two tones. The single chairs are light brown and the settees dark brown. Ceilings are cream, frieze and pier panels, gray and the wainscot, dark red. The rug is brown. These colors are relieved by yellow window drapes and portieres which separate the two tables next to

the pantry from the remainder of the dining room. Venetian blinds are gray with gray tapes. The tile floor of the foyer and passageway is two-tone red and canary. The lighting arrangement is the same as that in the club cars.

Body Construction

The cars are built on low-alloy high-tensile steel underframes with cast-steel combined bolsters, end sills, buffer and draft sills, and openhearth-steel main end posts. The body sides, ends and roof are of aluminum construction. The underframe, side frames, and roof frame are assembled in jigs, the underframe by riveting and welding and the sides and roofs by riveting. All subassemblies are joined by riveting.

Except for the side sheets, all rivets are steel. The aluminum-alloy side-sheet rivets are cold driven and countersunk on the outside so that the heads can be ground flush after driving. Roof-sheet and end-sheet rivets are 5/16-in. steel pan-head Huck rivets. Cherry rivets are used for attachments.

The floors, except the kitchen and pantry of the cafe-lounge cars, are of corrugated type stainless steel laid on stringers which, in turn, are laid above a welded stainless-steel false floor. Except for the ceramic tile in the foyer and corridor of the cafe-lounge cars, the top floor is Armstrong dense cork base 1 in. thick and corrugation filler is light-density cork board impregnated against moisture and laid in Enamelite cement. The kitchen and pantry floor is stainless-steel Keystone, riveted to the floor stringers with Cherry rivets.

Z-section stainless-steel longitudinal and lateral stiffeners are welded to the Keystone and the top stainless floor is plug welded to furring strips. The space between the two floors is filled with Tucolith.

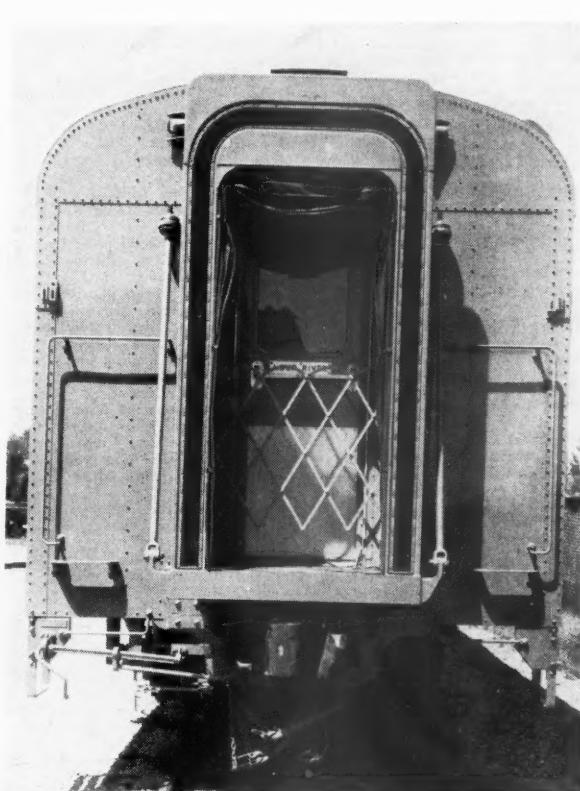
Two types of insulation are used. On the club-dormitory cars sides, ends, roofs, and floors are insulated with Stonefelt Type A, while the club-barber-shop and cafe-lounge cars are insulated with Ultralite Fiberglas.

Interiors are finished with tempered Preswood, except for the frieze panels of the club lounges which are finished with fluted aluminum panels, and those of the lounges in the cafe-lounge cars which are finished with aluminum panels pressed in the form of tufted leather. Ceilings are light-gage flat aluminum sheets in the lounge rooms.

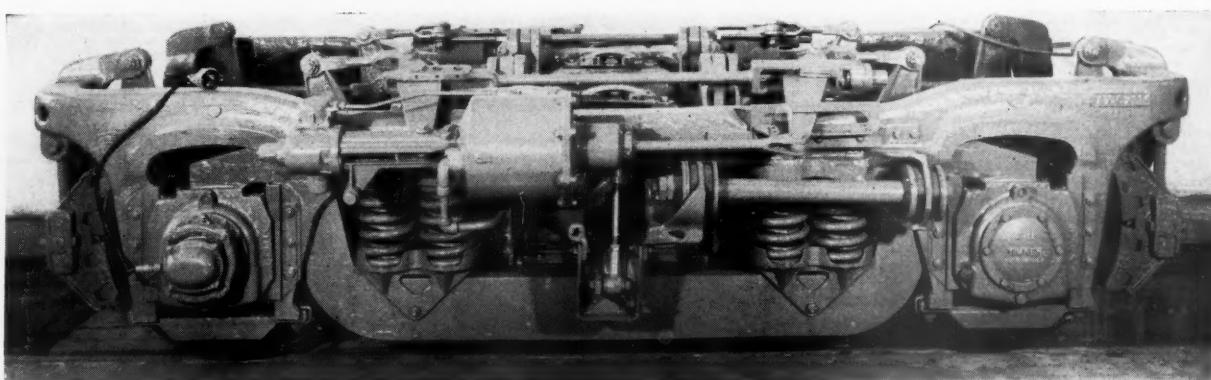
The windows are double-pane, dehydrated, with clear safety glass inside and Solex outside. The windows in the steward's room and the crew's rooms in the dormitory car have the outside of the inside panes sandblasted halfway up. The sash are of extruded aluminum. Partitions are 1/2-in. Plymetl.

The ranges in the cafe-lounge cars are Stearnes, and burn Presto-Logs. The broilers burn Charquettes or charcoal.

Refrigeration is partly water ice and partly dry ice. The latter is used in the ice-cream cabinets in the pantry, in the meat refrigerator, and in the bar refrigerator opposite the steward's desk. Each of the two refrigerators has capacity for 100 lb. of dry ice, and the equipment includes the Carbofrezer Company's temperature control unit. The milk and butter

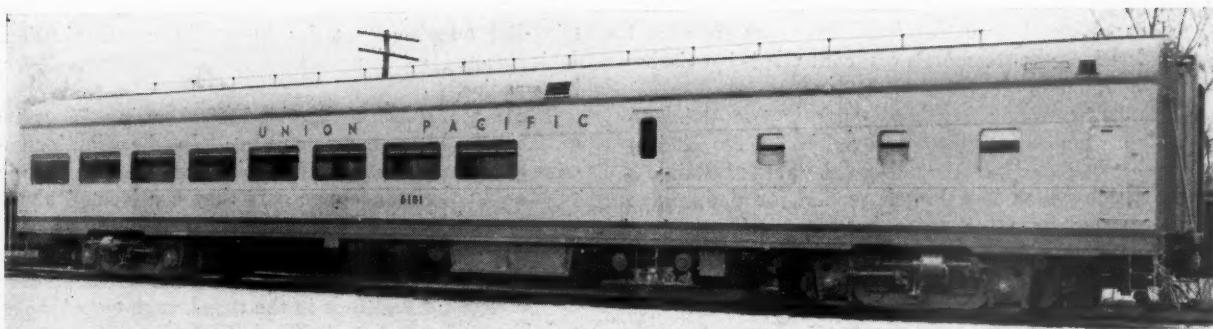


Above—Inside weatherseal diaphragms are closed by zippers between cars. Below—One of the drop-equalizer four-wheel trucks.

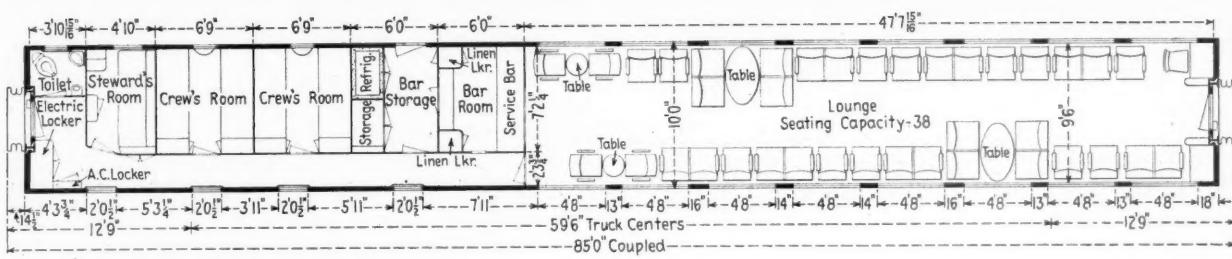


Partial List of Materials and Equipment on the Union Pacific Cars

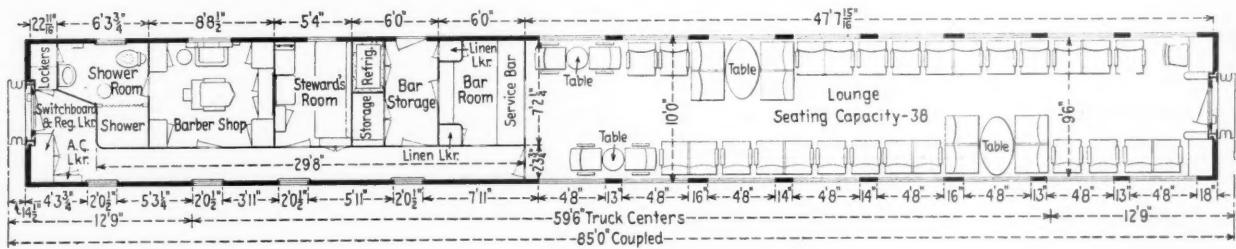
Aluminum sheets, shapes, extrusions	Aluminum Co. of America, Pittsburgh, Pa.
Steel sheets, plates, bars, shapes	Allegheny Ludlum Steel Corp., Pittsburgh, Pa. Armco Steel Corp., Middletown, Ohio Carnegie-Illinois Steel Corp., Pittsburgh, Pa. Crucible Steel Co. of America, New York Inland Steel Co., Chicago Republic Steel Corp., Cleveland, Ohio Youngstown Sheet & Tube Co., Youngstown, Ohio
Copper sheets	Revere Copper & Brass, Inc., New York
Rivets	Aluminum Co. of America, Pittsburgh, Pa. Cherry Rivet Co., Los Angeles, Calif. Huck Manufacturing Co., Detroit, Mich.
Truck frames and bolsters	General Steel Castings Corp., Granite City, Ill.
Truck springs	American Locomotive Co., Railway Steel Spring Div., New York
Vibration absorption pads un- der truck and body side bearings, above equalizer springs, and between equal- izer seats and top of journal boxes	Fabreka Products Co., Boston, Mass.
Bolster pads, abrasion-protect- tion material	United States Rubber Co., New York
Shock absorbers	Houdaille-Hershey Corp., Houdre Engineering Div., Buffalo, N. Y.
Miscellaneous springs	American Spring & Wire Specialty Co., Chicago
Wheels and axles	Duer Spring & Manufacturing Co., McKees Rocks, Pa.
Equalizers	Eureka Spring Co., New York
Couplers and yokes	Union Spring & Manufacturing Co., New Kensington, Pa.
Journal boxes and bearings	(3 cars) Hyatt Bearing Div., General Motors Corp., Harrison, N. J. (19 cars) Timken Roller Bearing Co., Canton, Ohio
Draft gears	Waugh Equipment Co., New York
Upper buffer mechanism	Standard Railway Equipment Manufacturing Co., Hammond, Ind.
Air brakes	Westinghouse Air Brake Co., Wilmerding, Pa.
Brake shoes	American Brake Shoe Co., New York
Brake-shoe keys	American Car & Foundry Co., New York
Simplex clasp brakes; side bearings	American Steel Foundries, Chicago
Hand brakes	National Brake Co., New York
Locking center pins	W. H. Miner, Inc., Chicago
Hardened steel bushings	Ex-Cell-O Corp., Detroit, Mich.
Body insulation	(16 cars) Gustin-Bacon Manufacturing Co., Kansas City, Mo. (6 cars) Johns-Manville, New York
Sound-deadening material	Dednox, Inc., Chicago
Weatherstrip	Durkee-Atwood Co., Minneapolis, Minn. Harnley Weatherstrip Co., Chicago
Molded rubber	Inland Manufacturing Div., General Motors Corp., Dayton, Ohio
Cork flooring	National Lock Washer Co., Newark, N. J.
Composition floor	United States Rubber Co., New York
Tile flooring	Atlantic India Rubber Works, Chicago
Rubber floor covering	Johnson Rubber Co., Middlefield, Ohio
Cement	Armstrong Cork Co., Lancaster, Pa.
Enamalite, Permagum	Tuco Products Corp., New York
Moldings	Missouri Terrazzo Co., St. Louis, Mo.
Grills	Beck & Blatchford Co., Chicago
Etched plates	Armstrong Cork Co., Lancaster, Pa.
Decorative grill	Philip Carey Manufacturing Co., Cincinnati, Ohio
Inside wall finish	Minnesota Mining & Manufacturing Co., St. Paul, Minn.
Metal-face plywood	Presstite Engineering Co., St. Louis, Mo.
Threshold plates	Brasco Manufacturing Co., Harvey, Ill.
Interior and exterior doors	Barber Colman Co., Chicago
Hinges	Harrington & King Perforating Co., New York
Door locks	Premier Metal Etching Co., Long Island City, N. Y.
	J. W. Fisk Iron Works, New York
	Masonite Corp., Chicago
	Haskelite Manufacturing Corp., Grand Rapids, Mich.
	American Abrasive Metals Co., Irvington, N. J.
	American Car & Foundry Co., New York
	Barnaby Manufacturing & Tool Co., Bridge- port, Conn.
	Homer D. Bronson Co., Beacon Falls, Conn.
	Stanley Works, New Britain, Conn.
	Adams & Westlake Co., Elkhart, Ind.
	Dayton Manufacturing Co., Dayton, Ohio
	Door closers
	Russell & Erwin Div., American Hardware Corp., New Britain, Conn.
	Yale & Towne Manufacturing Co., Stamford, Conn.
	Glass
	Hadley Dean Glass Co., St. Louis, Mo. Pittsburgh Plate Glass Co., Pittsburgh, Pa.
	Sash, window and vestibule curtains, outer diaphragms
	Adams & Westlake Co., Elkhart, Ind.
	Vestibule weather seal
	Morton Manufacturing Co., Chicago
	Metal roll-up curtains
	J. G. Wilson Corp., New York
	Venetian blinds
	Adjax-Consolidated Co., Chicago
	Window capping
	J. Zicherman & Son, New York
	Mirrors
	Pittsburgh Plate Glass Co., Pittsburgh, Pa.
	Semon Bache & Co., New York
	Waterhouse Co., Webster, Mass.
	Kitchen and pantry equipment
	Angelo Colonna, Philadelphia, Pa.
	Owen Webber, Inc., Kearny, N. J.
	Coffee urn, range and steam table, drink mixer
	Stearns Co., Chicago
	Fruit juicer
	California Fruit Growers Exchange, Los Angeles, Calif.
	Toaster
	Savory Equipment, Newark, N. J.
	Fuel cabinet
	Waukesha Motor Co., Waukesha, Wis.
	Carpet
	Beck & Blatchford Co., Chicago
	Carpet pad
	United States Rubber Co., New York
	Upholstery material
	Beck & Blatchford Co., Chicago
	Collins & Aikman Corp., New York
	Goodall Fabrics, Inc., New York
	F. Schumacher & Co., New York
	Heywood-Wakefield Co., Gardner, Mass.
	Dining chairs
	Beck & Blatchford Co., Chicago
	Tables
	General Fireproofing Co., Youngstown, Ohio
	Cocktail smokers
	Marshall Field & Co., Chicago
	Berth springs
	No-Sag Spring Co., Detroit, Mich.
	Electric vibrator
	Central Engineering Laboratories, Chicago
	Wire terminals
	Aircraft-Marine Products, Inc., Harrisburg, Pa.
	Telephone system
	Automatic Electric Co., Chicago
	Batteries
	(19 cars) Electric Storage Battery Co., Philadelphia, Pa.
	(3 cars) Gould Storage Battery Corp., Tren- ton, N. J.
	Generators
	General Electric Co., Schenectady, N. Y.
	Generator drive
	Dana Corp., Toledo, Ohio
	Rotary converters
	Jeannette Manufacturing Co., Chicago
	Pivot hinges
	Loeselholz Co., Milwaukee, Wis.
	Wire netting
	Ludlow-Saylor Wire Co., St. Louis, Mo.
	Light fixtures
	Luminator, Inc., Chicago
	Pyle-National Co., Chicago
	Safety Car Heating & Lighting Co., New York
	Wire and cable
	Okonite Co., Passaic, N. J.
	Radio
	RCA Victor Div., Radio Corporation of America, Camden, N. J.
	Antenna
	American Phenolic Corp., Chicago
	Voltage regulators
	Safety Car Heating & Lighting Co., New York
	Switchboards, circuit breakers
	Westinghouse Electric Corp., Pittsburgh, Pa.
	Motors
	Century Electric Co., St. Louis, Mo.
	Battery-charging, train-line, brake train-line, communi- cation and a.c. standby re- ceptacles
	Pyle-National Co., Chicago
	Solder
	L. B. Allen Co., Chicago
	American Smelting & Refining Co., New York
	Conduit and fittings
	Brown Supply Co., St. Louis, Mo.
	Crannel, Nugent & Kranzer, Inc., New York
	Pyle-National Co., Chicago
	Shielded cable
	Usona Manufacturing Co., St. Louis, Mo.
	American Phenolic Corp., Chicago
	Air filters
	American Air Filter Co., Louisville, Ky.
	Farr Co., Los Angeles, Calif.
	Air conditioning
	Frigidaire Div., General Motors Corp., Day- ton, Ohio
	Anemostats
	Anemostat Corp. of America, New York
	Air-distribution panels
	Pyle-National Co., Chicago
	Air-recovery units
	Tuco Products Corp., New York
	Blower units
	American Blower Corp., Detroit, Mich.
	Exhaust blowers
	Westinghouse Electric Corp., Pittsburgh, Pa.
	Exhaust fans
	Dielh Manufacturing Co., Electrical Div., Singer Manufacturing Co., Somerville, N. J.
	Safety Car Heating & Lighting Co., New York
	Exhaust ventilators
	American Car & Foundry Co., New York
	Thermometers
	Taylor Instrument Companies, Rochester, N. Y.
	Steam heat
	Vapor Heating Corp., Chicago
	Fire extinguishers
	American Foam Equipment Co., St. Louis, Mo.
	Paint
	Pyrene Manufacturing Co., Newark, N. J.
	E. I. du Pont de Nemours & Co., Wilming- ton, Del.
	Robert M. Lucas Co., Chicago
	Pittsburgh Plate Glass Co., Paint Div., Pitts- burgh, Pa.
	Standard Varnish Works, Port Richmond, S. I., N. Y.
	Sunbrite Manufacturing Co., St. Louis, Mo.



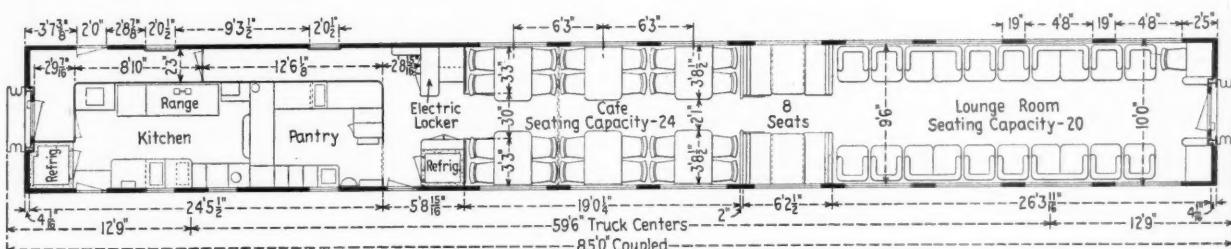
The dormitory-lounge car



Arrangement of the club-dormitory car



The club-barber-shop car



The cafe-lounge car

Water tanks American Car & Foundry Co., New York
 Rollson, Inc., New York
 Pipe and fittings Authorized Refrigeration Parts Co., St. Louis, Mo.
 Brass & Copper Sales Co., St. Louis, Mo.
 Chase Brass & Copper Co., Waterbury, Conn.
 Crane Co., Chicago
 Hajoca Corp., Philadelphia, Pa.
 Laclede Steel Co., St. Louis, Mo.
 Mueller Brass Co., Port Huron, Mich.
 Walworth Co., New York
 Water-raising specialties Westinghouse Air Brake Co., Wilmerding, Pa.
 Pipe covering Johns-Manville, New York
 Union Asbestos & Rubber Co., Chicago
 Faucets Chicago Faucet Co., Chicago

Folding lavatories Adams & Westlake Co., Elkhart, Ind.
 Owen Webber, Inc., Kearny, N. J.
 Dental lavatories, lavatories, bathroom stool Crane Co., Chicago
 Hoppers Duner Co., Chicago
 Shower mats American Mat Corp., Toledo, Ohio
 Drinking-cup dispensers Dixie Cup Co., Easton, Pa.
 Paper-towel cabinets, paper holders Scott Paper Co., Chester, Pa.
 First-aid kit Johnson & Johnson, New Brunswick, N. J.
 First-aid case Vulcan Stamping & Manufacturing Co., Chicago
 Barber chair, sterilizer cabinet, shampoo stools Theo. A. Kochs Co., Chicago
 Medicine cabinet door Luminator, Inc., Chicago

chill boxes in the pantry are water-ice refrigerated. The bar refrigerators of the club-lounge cars are cooled with dry ice, the temperatures controlled by Carbo-freezer equipment.

Each car carries 400 gal. of water in two stainless-steel tanks underneath the car. Overhead in the kitchen of the cafe-lounge cars is a 135-gal. tank of stainless steel, within which is a 15-gal. section for the storage of hot water from the range hot-water coil.

The cars are heated with the Vapor zone-control system of unit copper-fin radiation, supplemented by overhead heat in the air-conditioning unit. This has a capacity of 80,000 B.t.u. per hour.

All cars are equipped with the Frigidaire electro-mechanical air-conditioning system. The evaporator unit, of eight tons' capacity, is split one third and two thirds. The eight-ton compressor unit is driven by a 12-hp. d.c. motor. The condenser is the full-flooded type and includes a built-in. 90-gal. water tank and controls.

In all cafe and lounge rooms of the club car air is distributed through Multi-vent ceiling panels. Uni-flo grills are installed in the bar storage and stewards' rooms of all the club cars and in the crew rooms of the dormitory-lounge cars. Anemostats are placed in the passageway, barber shop and shower room. The fresh-air filter housings are the builder's roof type located on each side of the car near the air-conditioning units, with Farr type filter panels. These are removable from the inside of the car. Fresh and recirculated air passes through Dorex purifiers and Electro-Airmat filters.

Electric Power and Lighting

Electric power for lighting and air conditioning is furnished by a General Electric generator which has a capacity of 20-25 kw. d.c. at 37.5 volts and an induction motor of 25 hp. at 220 volts, 3-phase, 60 cycles, operating at 1,750 r.p.m., mounted on the same shaft. The generator is body mounted and driven by Spicer drive with automatic clutch.

With the exception of those on three of the cafe-lounge cars, batteries are Exide E.P.T.B.-41 of 1,176 amp.-hr. capacity. The three cafe-lounge cars have Gould KALD-41 batteries of the same capacity.

All cars have three electric train lines each. The air-brake train line is designed for 64 volts and has six-pole connectors. That for telephone, etc., has 14-pole connectors. The third is for emergency lighting service and consists of two 4/0 lines. These train lines are all contained in a watertight insulated trough with removable cover, which is located over the roof outside of the car.

Fluorescent lighting is extensively used. Each car has two 2,000-watt Safety motor-alternator sets which convert 32-volt d.c. current to 110-125-volt 60-cycle a.c. current for the fluorescent lamps. All cafe and lounge rooms are lit by fluorescent lamps arranged in glass-covered coves around all four sides of the ceilings. In the passageways, the barrooms, the barber shops and shower rooms are Luminator fluorescent ceiling fixtures. Other lighting, including the kitchens, crew's quarters, stewards' rooms, bar storage rooms, refrigerators and lockers, is by incandescent lamps.

In each club-lounge car there is an automatic electric dial telephone set for intratrain communication. It is located on the wall in the bar room. All cars have radios.

These are RCA model AR-1365-X, using 75 watts of 60-cycle 110-volt a.c. current. In the club-lounge cars the sets are housed in lockers in the bar-storage rooms. In the cafe-lounge cars they are located above the stewards' desks.

The 7-in. non-resonant loud-speakers are placed in the Multi-vent ceiling panels. There are three in each club-lounge car and four in the cafe-lounge car. Amphenol Type T antenna is located not less than 9 in. above the top of the roof trough cover.

Mechanical Equipment

The air-brakes equipment is Westinghouse H.S.C. with D-22-BR control valve. The service-valve magnet has 64-volt coils and the relay valve, 32-volt. coil. The equipment includes the generator type speed governor and A. P. decelostats. The braking ratio is 250 per cent, with 100-lb. cylinder pressure. The air signal is operated by electric push-button, one on the inside of the end-door frame at each end of the car.

Particular attention has been given to the elimination of noise from the connections between the ends of the cars and to keep dirt out of the vestibule passage between cars. The diaphragms are side-rod supported with rubber insulation at the lower ends of the rods and the face plates are carpet covered.

Inside of the main diaphragm is a Morton Manufacturing Company's weather-seal diaphragm, arranged to form a complete enclosure, including a bottom dust seal, by zipper connection between cars. The bottom dust seal is attached to the buffer toe plate.

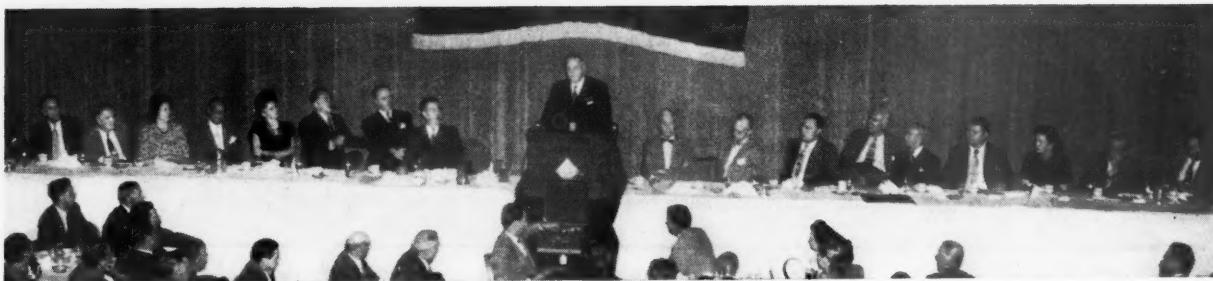
Couplers are National type H tight lock with radial-butt yokes. The draft gears are 12-plate Waughmat twin-cushion type.

Except for the exposed piping under the car, hard copper tubing with sweat fittings is employed in the air-brake, steam-heat and water systems. Insulated pipe underneath the car is surrounded by United States Rubber Royalite abrasion-protection covers over the insulation. Royalite chute-rubber abrasion protection is also applied at the ends and bottoms of underbody equipment housings and to steel plates located at the ends of all air tanks, air-brake, and other exposed equipment.

The cars all have General Steel Castings four-wheel trucks of the drop-equalizer type with bolster-roll stabilizer, 6-in. by 11-in. journals and a wheel base of 9 ft. The pedestal openings, which are 14-1/16 in., are fitted with rubber-cushioned pedestal liners with hardened-steel wear plates.

Wheels are 36-1/2 in. in diameter, multiple-wear rolled steel, and are ground concentric after mounting. Axles have a grind finish all over. Three of the cafe-lounge cars have Hyatt roller bearings and all other cars are fitted with Timken roller bearings.

Fabreka pads are applied under both truck and body side bearings, above the equalizer springs, and between the equalizer seats and the top of the journal boxes. Steel and linoleum liners are inserted between the truck center plate and bolsters.



A. L. Hammell, president of the Railway Express Agency, concludes a series of three-day management-employee meetings held at New York to inaugurate the agency's drive to increase its business and promote stability of jobs for its employees

R.E.A. LOOKS AHEAD

Management and employee representatives work together in national drive to build job security and increase business

With the double objective of increasing business and promoting security of employment the Railway Express Agency is currently holding a series of management-employee meetings, one or more of which will ultimately be attended by all of the agency's 60,000 employees.

Speaking at the initial meeting in New York in August, A. L. Hammell, R. E. A. president, described it as "one of many being held today, launching simultaneously and on a nationwide basis our program of creating greater coordination of effort on the part of everyone in the Railway Express organization. Through it we expect to build job security and greater employment, realizing that by following such an aggressive policy we can maintain our position in today's highly competitive transportation market."

"Obligations and Responsibilities"

In welcoming the labor representatives who were guests at the New York meeting, and whose anticipated cooperation is an important part of the program, Mr. Hammell also said "The mutuality of interest is so compelling that we have felt all along that we would have their splendid cooperation Their presence here today is evidence of their vision."

C. L. Dennis, grand lodge supervisor of the Brotherhood of Railway Clerks, speaking at the same meeting, said "Management has its rights and its obligations and responsibilities and every one of the employees who are a part of this express industry likewise have their obligations and responsibilities. . . . We hope that each and every one . . . will do everything in their power to retain express business, handle it properly, handle it ably; and we feel that by doing that you will be merely creating security for yourselves and your families. Let us realize that the healthier an industry is in which we work, the better our chances are of enjoying a healthy and continuous standard of living. . . ."

The program for the meetings, prepared by the agency's department of public relations and sales and

titled "Let's Look Ahead," calls for "keynote meetings" at selected points in each vice-president's department, with "follow through" meetings conducted by general managers at the next largest points, by superintendents at offices in the next size group, and by route agents at the smaller offices, until each employee has been reached. The program will be perpetuated—"kept alive"—through regular monthly employee meet-



C. L. Dennis (above left), supervisor, Grand Lodge, Brotherhood of Railway Clerks, speaking at the New York meetings, tells Express Agency employees that "each of us has a responsibility . . . and each an obligation." Other speakers at the New York meetings included (above right) Kinsey N. Merritt, vice-president, traffic, and (right) W. M. Smith, vice-president, Eastern departments, of the Railway Express Agency



ings at all offices, with material for these meetings furnished in bulletins issued by the public relations department.

The suggested program for the initial keynote meetings covers such topics as better employee understanding of the company, reasons for the recent adjustment in express rates, the nature of the competition faced by the R. E. A. and ways of meeting it, what increased

traffic volume means to employment, and the express employee's place in the field of transportation. The follow-up meetings have been planned to give express employees a knowledge of their product, and of how to sell it, through consideration of such subjects as improved service, better job understanding, reduction of loss and damage, meeting competition, proper use of telephones and getting more business.

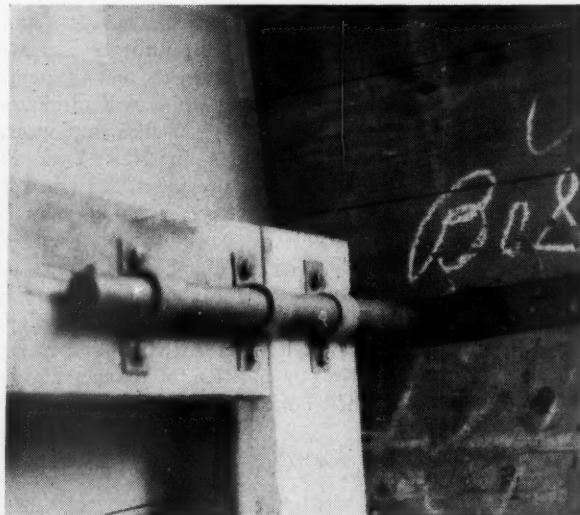
NEW YORK CENTRAL IMPROVISES ADAPTABLE BULKHEAD ANCHOR

The New York Central has devised a simple, inexpensive bulkhead anchor which is proving very satisfactory in use on assigned bulkheads in merchandise freight service. The anchor consists of a 2-ft. 6-in. piece of two-inch tubular steel, bent at a right angle and flattened at one end, and provided with five nail holes in the flattened end for securing it to the car sides or floor. In use, the anchor is permanently secured to the bulkhead by three strap cleats, belted at each end, but it is so held that it can slide in and out, within limits, through the cleats, making it readily adaptable to 8-ft. 6-in. or 9-ft. 2-in. car widths. Double headed nails are used so that the anchors—and the bulkhead—may be easily separated from the car sides or floor without damage to the wood.

The anchors are in regular service on about 9,000 bulkheads in assigned New York Central merchandise cars, and, in some cases, in cars in interchange with connecting lines. They have proved highly satisfactory since they were placed in service about six months ago. In cases where rough handling has been reported, the anchors have sustained stress and protected loads.

The anchor was designed by M. Singletary, supervisor of stations, and J. Rentsch, assistant agent, at

Cleveland, Ohio. It is manufactured at the New York Central's Collingwood shops at an estimated cost of 70 cents each, or \$3.50 for a complete set for one bulkhead.



The New York Central's anchor bar is secured to the car with five double headed nails



Five anchor bars are used to secure each bulkhead. The bar moves laterally through the cleats so as to make it adaptable to 8-ft. 6-in. or 9-ft. 2-in. car widths

Railroad Retirement Benefits vs. Social Security—a Comparison

The two separate federal laws which protect industrial workers and railroad workers against the hazards of old age and death provide a sharp contrast in costs and benefits. The railroad worker pays six per cent of his taxable wages and his employer matches this amount. Covered industrial workers and employers each pay only one per cent of taxable wages.¹

Are railroad employees receiving six times as much protection as a result of their higher outlays? A comparison of average monthly benefits indicates that they do receive considerably more than industrial workers for retirement, somewhat more for survivorship. They also receive retirement annuities for disabilities which are not payable under Old Age and Survivors' Insurance. In addition, lump-sum residual payments guarantee that their survivors will get back every penny they have put in, a guarantee not extended to industrial workers. While all this is true, it is necessary also to examine the underlying philosophies of the two programs and the differing theories of financing to comprehend fully the reasons for higher railroad contributions.

Retirement Benefits

The railroad worker who has been retired received an average monthly annuity of \$84.28 in January, 1949. Since no provision is made for additional benefits to dependents of retired workers, this may be regarded as the average family benefit. In contrast, the aged industrial worker received an average monthly benefit of \$25.41 on his own behalf. However, wives over 65 and unmarried children under 18 received supplementary payments equal to one-half the retired worker's benefit. Thus the total family benefit to a retired worker with one eligible dependent was roughly \$38 and with two or more eligible dependents it was about \$50.²

The differences in the average benefits under the two programs arise from differences in the time period covered, the level of wages, the procedures for computing average monthly earnings, and the formulas for deriving the benefit amounts.

Railroad workers who were on the private pension rolls of the carriers on March 1, 1937, and July 1, 1937, were transferred to the Railroad Retirement

This article is abstracted, with permission, from an analysis by Miriam Civic in the "Conference Board Business Record," a publication of the National Industrial Conference Board.

¹Maximum taxable wages under the railroad system are somewhat higher than under "Social Security"; \$300 a month as compared with \$3,000 a year for O.A.S.I.

²These are approximations only, as the average primary benefit of \$25.41 is the amount paid to all retired workers whether or not they had dependents eligible for benefits. Total family benefits may not exceed twice the primary benefit (or 80 per cent of the worker's average monthly wage, or \$85, whichever is least).

Board's rolls. They received pensions only as long as they were not eligible for either old-age or disability retirement annuities. In January the average monthly pension was \$71.08. The railroad retirement system at first was in the main a staff pension plan.³ Except for the fact that it favored lower-paid employees it did not have the characteristics of a "social benefit" plan until the passage of 1946 amendments which provided survivor annuities.

It should be noted that some workers can and do qualify for and receive retirement benefits under both programs simultaneously.

There is a good deal more similarity in the survivor benefits provided by the two programs than in the retirement benefits. The time period allowable for computation of benefits is the same but the formulas for deriving benefits are somewhat more generous under the railroad plan.⁴ On the same earnings, monthly survivor benefits under the Railroad Retirement Act are

³Social security technical staff of the committee on ways and means, House of Representatives, "Issues in Social Security," January 17, 1946, p. 53.

⁴Under O.A.S.I. the "primary benefit" used in calculating survivor benefits is approximately the same as the monthly benefit which would be payable to the retired worker. This fact accounts for the confusion surrounding the computation of survivor benefits under the Railroad Retirement Act. Thus in the Conference Board Business Record, April, 1949, p. 128, it was stated that under the railroad plan the employee's "basic amount," which is the basis for the calculation of survivor benefits, is the same as the annuity which would be payable to the retired worker. Further investigation, however, revealed that the formula for computing the basic amount is (a) 40 per cent of the first \$75 of the average monthly remuneration; (b) 10 per cent of the remainder up to \$175; and (c) 1 per cent of the total of (a) and (b) for each year after 1936 in which the worker was paid at least \$200 in railroad and social security employment combined. This is entirely different from the formula used to compute the railroad worker's retirement annuity.

Average Amount of Benefits Paid under Old-Age and Survivors' Insurance and Railroad Retirement, January, 1949

Type of Benefit	O.A.S.I.	Railroad Retirement
Retirement (monthly)		
For old age		
Retired workers	\$ 25.41a	\$ 84.28a
Wives	13.45	....
Children	12.39	82.68
For disability	....	....
Survivorship (monthly)		
Aged widows	20.62	29.27
Young widows with children	20.83	26.85
Children	13.03	16.60
Parents	13.64	15.98
Lump-sum benefits		
Insurance payments	163.55	300.86
Residual payments	....	399.60

Note: See text for average amounts of pensions and survivor (option) annuities under the railroad retirement system.

a. These amounts are not directly comparable as the family of an industrial worker may receive supplementary dependents' benefits. See text.

about 25 per cent higher and lump-sum benefits 67 per cent higher than under the Social Security Act.

With the passage of the 1946 amendments, the survivorship phases of the railroad program were coordinated with O.A.S.I. Workers shifting between employments covered by the two programs thus now receive full protection. The amount of recent work which the deceased worker had performed in the railroad industry generally determines whether survivor benefits are to be paid by the Social Security Administration or the Railroad Retirement Board.

Survivors' Benefits

Before the 1946 amendments, the only monthly survivor benefits payable under the railroad plan were to surviving spouses of retired workers who had elected to receive reduced annuities during their lifetime in order to provide annuities to their spouses after death,

and death-benefit annuities, payable for 12 months only, to the surviving spouses or dependent next of kin of 1935-act annuitants.

More important than the monthly benefits under the railroad plan, however, in terms of the number of beneficiaries and total amounts of benefit involved, was a lump-sum payment, equal to 4 per cent of an employee's taxable railroad earnings after 1936, minus any previous annuity disbursements. This payment was discontinued in 1946 and reinstated in 1948, except that the 4 per cent applies to creditable compensation from 1937 to 1946, 7 per cent thereafter. In addition, benefits paid to survivors of railroad workers under the Social Security Act are deducted.

This so-called residual payment guarantees each railroad worker that the benefits he and his survivors receive will be greater than the taxes he pays into the railroad retirement system. It has no counterpart in O.A.S.I.

COMMUNICATION . . .

Would End "Truck Nonsense"

TO THE EDITOR:

It is noted in your issue of August 27 that a truck operator may reap an illicit annual profit of \$12,000 by overloading, thereby further aggravating road destruction. Another brief article in the same issue reports Ted V. Rodgers' plans to "infiltrate the Pennsylvania Railroad"—presumably believing that that carrier has been instrumental in holding the line on highway load limits.

Is this not the same Mr. Rodgers under whose leadership the American Trucking Associations achieved an all-time record for misleading advertising? Rodgers, who can be characterized as the "Smiling Jack Martin" of trucking, whose fundamental policy can be stated as: "Build more trucks; get more subsidies, and to hell with the highways."

I sometimes wonder how much longer this truck nonsense will be allowed. Except for the occasional overnight delivery of some needed item, the transport truck possesses no economic justification.

It may be contended that trucks with loads under eight tons are harmless to most modern improved roads. But no road can be built to withstand vehicles built to today's legal weight limits in many states. In a vain attempt to accomplish the impossible, we are still spending three to five times too much for highway construction, and all for the sole benefit of heavy trucks and trailers which aggregate one per cent of total vehicles.

Even if we overlook the destruction of roads, the superimposing of unwieldy trucks on fast and mobile passenger traffic is a prime cause of accidents. It is for this reason that I have repeatedly urged:

No truck having over five tons' net capacity should be licensed in any state. The public would be equally well served if those occasional large or heavy loads which can be handled only by truck (because destination is remote from rail connection) were limited to off-peak hours on a day-to-day permit basis.

The Congress once forced the liquidation of a multi-billion dollar industry. Trucks are more pernicious to the nation's economy than "demon rum" ever was. It's time to shut off federal aid to any state which pampers trucks.

E. F. DOWNS
Engineer-Statistician

NEW BOOK . . .

THE PACKAGE ENGINEERING HANDBOOK, by Walter Stern. 175 pages, 8½ in. by 10½ in., cloth bound, with illustrations. Published by the Board Products Publishing Company, 228 No. La Salle st., Chicago. Price \$7.50.

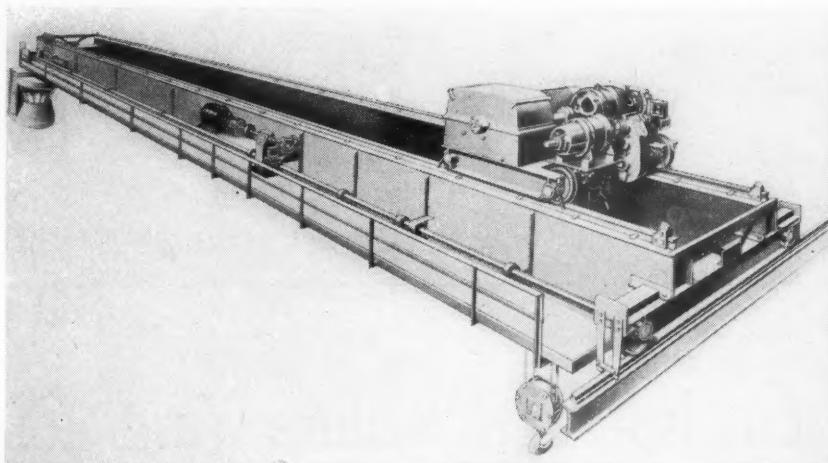
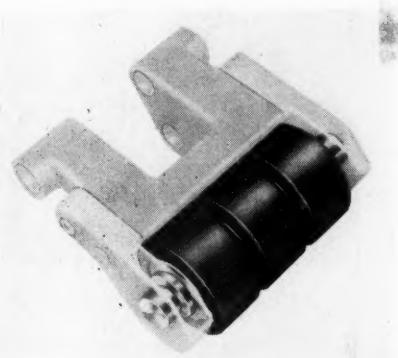
While railroad freight agents, loss and damage prevention men and claim investigators do not qualify as packaging engineers, according to the definition given in this book, it should be of interest and value to many of them. The author's stated purpose was "to collect the thousands of details of factual information that may have to be at your fingertips at some time or other, to enable you to perform a certain package engineering job or to solve a certain package engineering problem." Mr. Stern's broad experience in the packaging field is shown in the success he has had in achieving his purpose.

The book includes good general information on loading, blocking and bracing for railroad movement. Chapter 6 gives many handy reference tables for the packaging engineer or railroad man concerned with loss and damage prevention. Pertinent portions of the Consolidated Freight Classification and other package transportation regulations are quoted, as well as basic packaging data for the different types of packaging materials and methods. Not the least helpful portion of this book to most readers will be Chapter 7, in which are included lists of associations or organizations with a direct interest in or information on packaging and materials handling, directories and guides, classifications or regulations governing packaging, loading or bracing, packaging and materials handling literature, and a compilation of trade publications carrying information on specific and general fields of interest.

New and Improved Products of the Manufacturers

PALLET LOADER WHEEL

A rubber-tired, differential-action replacement kit for wheels of powered pallet loaders, was developed recently by the Aerol Company, 2820 Ontario st., Burbank, Cal. These new wheels are said to eliminate gouging and chipping of floors when sharp turns are made. This



A Whiting traveling crane with a full-vision cab (far left), magnetic control and fluid drive

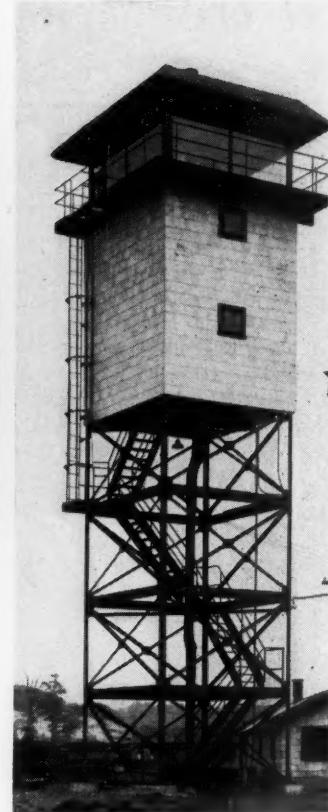
is accomplished by the differential action obtained with a series of three independently rotating rubber-tired wheels. Each wheel on the axle is separated from the others by oil-impregnated, anti-friction thrust washers and revolves on heavy duty oilite bushings or on factory-lubricated and sealed-for-life needle bearings. The tread of these wheels is live rubber. No special tools or fixtures are required to apply this kit.

low-voltage current in the cab, greater safety is provided. Hydraulic couplings between the bridge and trolley motors and the drive mechanisms are said to assure even acceleration

and smooth operation; to protect the motors against shock loads and overloads; and to eliminate the need of oversize motors merely to take care of momentary starting demands.



Carton handling Load-Grab arms, previously available only for the Hyster 1-ton capacity lift truck, have just been announced for its 2-ton capacity model by the Hyster Company, Portland 8, Ore. Loads up to 2,310 lb., rated at 24 in. load centers, can be handled by the device, the manufacturer states. Four steel plates, two mounted on each arm of the attachment, give a total clamping area of 1,794 sq. in. on each side of the load. These surfaces are abrasive-faced for non-slip retention



Loudspeakers Reduce Yard Costs

New intercommunication system of the Elgin, Joliet & Eastern at East Joliet, includes 96 talk-back and 30 paging speakers which are controlled from consoles in two modern communication towers

To speed up the operation of its East Joliet (Ill.) yard, 32 mi. southwest of Chicago, the Elgin, Joliet & Eastern has installed an extensive system of two-way talk-back and paging loud-speakers, which are controlled from two new modern communication towers—one dominating the north end of the yard and the other the south end. The project is effecting substantial annual savings in operating expenses, which should amortize the cost of the installation in about two years.

The switching and belt line of the E. J. & E. around Chicago extends 57 mi. west from Porter, Ind., to Joliet, thence 73 mi. to Waukegan, Ill. In this distance the railroad has 36 interchange points with railroads entering Chicago, and by its line freight shipments not originating or terminating at Chicago may be routed around the city. Also, the railroad serves big industrial areas, such as the steel mills, refineries and cement plants in the South Chicago, Whiting, East Chicago, Indiana Harbor, Buffington and Gary districts, as well as similar areas at Waukegan and intermediate points. The principal function of the East Joliet yard is to classify cars into trains for delivery to interchange points with other railroads and to various industries along the line.

The yard consists of 58 mi. of track, in which flat switching is employed, an interesting feature of which is that each of the new towers has jurisdiction over both westbound and eastbound classification in its end of the year. This is in contrast to some installations

wherein one tower has jurisdiction over classification in one direction and the other in the opposite direction.

The two new communication towers are of structural steel construction, 62 ft. high. Each tower consists of three fire-resistant stories atop an open steel framework. The upper portion of the tower is finished with Transite shingles on the outside and Sheetrock on the inside. The yardmaster's office and loudspeaker control panel are on the top floor; clothes lockers and wash room on the second floor; and the main amplifiers and the relay rack on the bottom floor.

East Joliet yard has a standing capacity of 3,500 cars, with an average of 4,000 cars being handled every 24 hours. The maximum number of cars ever handled through the yard in a 24-hr. period was 4,674. Prior to the installation of the new communication facilities, the yard came under the jurisdiction of two yard offices, one located near each end of the yard. Switching instructions were given to yard crews before they left the yard offices, and thereafter by telephone when the crews called in. If a crew did not call in and a yardmaster had to reach it, he did considerable walking or waiting until it returned to the office, thus losing time, especially during bad weather. Now, however, the yardmasters in their new towers have an unobstructed view of the sections of the yard over which they have jurisdiction, and with the new communication system they can establish contact with crews almost instantly.

Facing page left—A yardman is conversing with the yardmaster in the south communication tower through one of the 96 talk-back loud-speakers in the East Joliet yard.

Facing page right—Communication tower at the north end of the yard. The tower at the south end is identical in construction.

Right—Two consoles in the yard towers control 96 talk-back and 30 paging speakers. Small lamps above the control keys indicate when the yardmaster is being called by a yardman in the field.



If a yardmaster knows exactly where to reach a yardman, he manipulates a key on a control panel in front of him and calls the man over one of 96 talk-back speakers located along the ladder tracks, at other strategic points and in certain offices throughout the yard. The employee then replies by talking back into the speaker on which he was called. If the yardmaster does not know exactly where the man he wants is, he manipulates another key to operate a more powerful paging speaker or group of speakers, 30 of which are located at strategic points along the outside edges of the yard. The man called then goes to the nearest talk-back location and presses a button, which lights a lamp on the yardmaster's console and sounds a buzzer, after which the yardmaster acknowledges the call by operation of the key under the lamp.

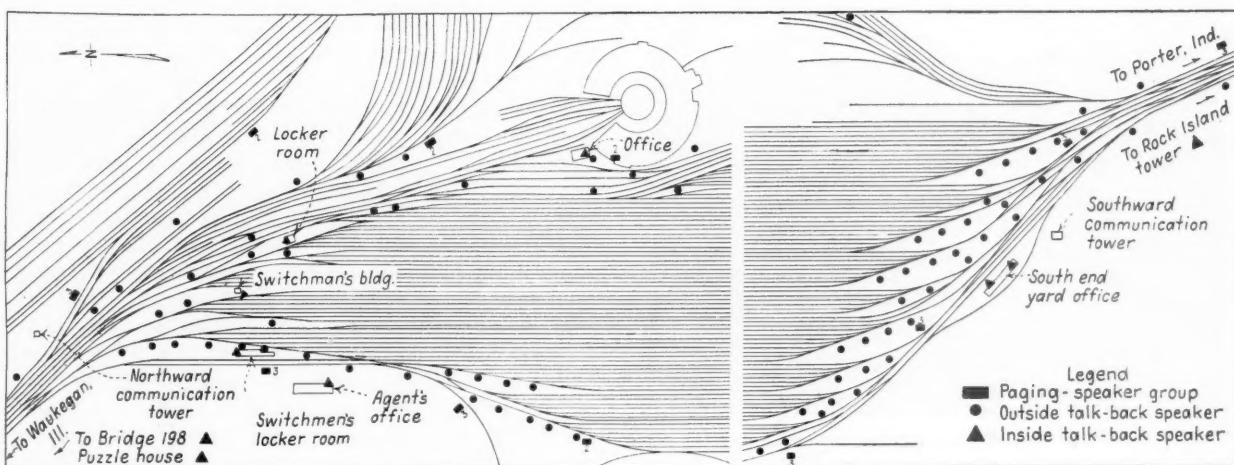
The system also includes two-way speakers for connection between the two towers, and between the towers and important offices throughout the yard. For example, inside talk-backs controlled from the northward tower are located at Bridge 198 (a drawbridge one mile north of the yard on the main line), the "puzzle switch" house, agent's office, roundhouse office, west scale house and switchmen's buildings. Similarly, at the south end of the yard, inside talk-backs are located in the Rock Island tower (a main-line crossing

0.5 mi. south of yard), switchmen's lunch room in the south end of the yard office building, and in the south yard office. Bell System telephone service is also provided in each tower for branch exchange and outside calls.

Thus, with these modern facilities available at all times for communication between the yardmasters and the men on the ground and in various offices, operating efficiency of the yard as a whole has been increased, and the movement of cars expedited tremendously. The system also facilitates quicker and better service to shippers and to other railroads with which the "J" interchanges. Cars are handled more quickly and road trains can be gotten into the yard more promptly than before, thus eliminating the necessity of their "holding the main" until given clearance into the yard for classification.

This project was installed under the direction of F. G. Campbell, chief engineer, and W. K. Waltz, signal engineer. The talk-back and paging loud-speakers were made by the Jensen Manufacturing Company, the remaining major items of communication equipment, such as consoles and amplifiers, having been furnished by the R. W. Neill Company. The underground and aerial cable was supplied by the American Phenolic Corporation.

Simplified layout of the yard, showing the locations of the towers and the talk-back and paging loud-speaker groups



Full Program Occupies B. & B. Meeting

Eight committee reports dealing with varied subjects of timely interest were considered at annual convention at Chicago, held concurrently with the Roadmasters' gathering

Another milestone in the efforts of railway bridge and building supervisory officers to keep their thinking and practices in step with the times was passed September 12-14, when the American Railway Bridge & Building Association held its fifty-fourth annual convention at the Stevens Hotel in Chicago. During the three-day period those in attendance explored such subjects as the disposal of engine waste at terminals, the protection of bridges and trestles from fire, the corrosion of steel structures, the construction and maintenance of piers at waterfront terminals, the installation and maintenance of built-up composition roofs, prolonging the life of ties on bridges and trestles, methods of watering passenger coaches, and safety in the transportation of men and materials—and found in each case that there was much new material to be absorbed, not only as to difficulties to be solved but as to means available for dealing with them.

For the fourth consecutive year the Bridge & Building convention was held concurrently under the same roof with the annual meeting of the Roadmasters' and Maintenance of Way Association. A survey of the Roadmasters' meeting, including reports of a number of sessions and other activities in which the two groups participated jointly, appeared in *Railway Age* last week.



This bridge deck is protected against fire by a coating described in one of the committee reports

The two conventions convened in a joint session on Monday morning, September 12, which was directed jointly by E. H. Barnhart, division engineer of the Baltimore & Ohio, and president of the Bridge & Building Association, and R. L. Fox, division engineer of the Southern, and president of the Roadmasters' Association. The separate sessions of the Bridge & Building group were directed by Mr. Barnhart, assisted by W. F. Martens, general foreman bridges and buildings of the Atchison, Topeka & Santa Fe, and first vice-president of the association.

Speakers at Joint Sessions

The principal address at the joint opening session was by J. H. Aydelott, vice-president, Operations and Maintenance department, Association of American Railroads. At two subsequent joint sessions the two groups heard addresses on the 40-hour week, by F. S. Schwinn, assistant chief engineer of Missouri Pacific Lines in Texas and Louisiana, and president of the American Railway Engineering Association; on the subject, What Now? You Can Help, by C. J. Geyer, vice-president, construction and maintenance of the Chesapeake & Ohio; and on Personalizing the Safety Concept, by C. M. Kimball, assistant to vice-president (safety) of the Southern System. Abstracts of these addresses were published last week.

There was no manufacturers' exhibit at the conventions this year, but the Track Supply Association and the Bridge & Building Supply Men's Association, the exhibit-sponsoring organizations for these meetings, collaborated in putting on display in the corridor of the convention floor the photographic exhibit of railway engineering progress that was originally shown at the Golden Anniversary convention of the A.R.E.A. last March. The exhibit was loaned for this purpose by the National Railway Appliances Association. Also, the Track Supply Association and the Bridge & Building Supply Men's Association gave a banquet on Tuesday evening for the railroad men attending the two conventions, and their families, at which 1,000 persons were served.

Prior to the convention the general consensus was that the lack of an exhibit would be reflected in a considerable drop in the attendance as compared with previous years. However, the decline was much less serious than was anticipated in some quarters. A total of 808 members and guests registered at the two meetings. While this was somewhat under the peak registration of 900 members and guests at the 1948 meetings, it was considerably higher than the comparable figures of 1946 and 1947, the other two years during which the two conventions were held concurrently.

The opening feature of the first separate session of the Bridge & Building group was an address by President Barnhart, which dealt largely with the affairs of



One of the committee reports discussed the importance of good workmanship in applying built-up roofing

the association. He explained that the practice inaugurated at the 1948 convention of selecting during the meetings the subject to be studied the following year, permitting early selection of the committee chairmen and members, had proved highly satisfactory. Then, explaining how the active membership of the association had been brought back from "a low ebb" at the close of the war, he presented figures showing that the total membership was 676 on August 31, or 24 more than on the same date last year.

Following Mr. Barnhart's address the group tackled the principal business of the meeting, which consisted of the presentation and consideration of eight committee reports. After the close of the business sessions Wednesday noon about 75 of those present were transported in buses to Franklin Park, Ill., adjacent to Chicago, where they inspected the timber-treating plant of the Joslyn Manufacturing & Supply Co.

In the election of officers at the final business session Mr. Martens was advanced to president; W. A. Hucks, general building supervisor of the Missouri Pacific, was promoted from second vice-president to first vice-president; Guy E. Martin, superintendent water service of the Illinois Central, was advanced from third vice-president to second vice-president; F. R. Spofford, assistant division engineer of the Boston & Maine, was promoted from fourth vice-president to third vice-president; Lee Mayfield, resident engineer of Missouri Pacific at Houston, Tex., was elected fourth vice-president; and L. C. Winkelhause, architectural engineer of the Chicago & North Western, was re-elected treasurer. Directors elected were; F. M. Misch, general bridge and building supervisor of the Southern Pacific; L. R. Morgan, fire prevention engineer of the New York Central; and J. A. Jorlett, assistant engineer of the Pennsylvania.

COMMITTEE REPORTS*

The eight reports presented at the convention by technical committees were devoted to a range of problems facing the bridge and building forces today. Abstracts of these reports follow.

SAFETY IN B. & B. TRANSPORTATION

Three types of transportation were considered by the committee reporting on Safety Transportation of Men and Materials, which was headed by J. M. Giles, assistant engineer of the Missouri Pacific, St. Louis, Mo. The three types were (1) work trains; (2) motor cars, push cars and trailers; and (3) automotive vehicles.

The committee stressed the points that all signals for the movement of work trains must be given by a member of the train crew after an understanding with the supervisor in charge or his delegated representative, and that the foreman must know all men under his supervision are in places of safety before the signals are given. The loading of materials and equipment, as well as the method of blocking and fastening them, also were commented upon.

In discussing safe transportation by motor cars, push cars and trailers, the report emphasized that strict compliance with the rules governing their service is necessary. It said that such equipment should be inspected by a competent inspector, and that the matter should be followed up to see that any defects are corrected before the vehicle resumes operation.

In the third phase of its report, the committee observed that the foreman in charge of trucking operations should be versed in the rules for loading vehicles for highway transportation and must comply with the legal requirements as to weight, height and width, and emphasized that the operators of such vehicles must be selected for their mature

*These reports will be published in full in the November issue of *Railway Engineering and Maintenance*.

judgment and their sense of responsibility for the safety of those entrusted to their care.

The committee concluded that safety, where transportation is involved, can be assured only as the result of careful programming of work, and close contact between the supervisor and the men engaged in the work.

FIRE PROTECTION

Although the policy on a majority of railroads is to replace open-deck trestles with structures having ballasted decks as rapidly as renewals are necessary, the replacement of all such bridges with fire-resistant structures cannot be accomplished for many years, and the roads must continue to safeguard a large number of open-deck bridges and trestles, according to the report of the committee on Methods and Materials for Fire Protection for Bridges and Trestles. L. R. Morgan, fire prevention engineer of the New York Central, Detroit, Mich., was chairman of this committee.

The committee reported that one of the most effective methods for protecting open-deck structures against fires is the brushing or spraying of a patented asphalt compound on the exposed upper and side surfaces of the deck members, followed by the application over this material of a coating of crushed stone embedded in the asphalt. This method and the materials to be used are described in detail in the report.

To protect bridges from ground fires, the committee spoke of the importance of cleanliness under the bridges and urged that all vegetation under and 15 ft. away from the bridges be eliminated by either shovel cutting or by chemicals, and furthermore, that all other combustible materials, such as dry leaves, papers and rags, be removed to a safe distance.

LIQUID WASTE DISPOSAL

The presence of liquid wastes in ground water has been giving concern to legislative authorities of most of the 48 states from the 1860-1870 decade to the present time, according to the Committee on Disposal of Liquid Waste at Engine Terminals, so that now strong state regulatory bodies are interested in this situation. And overspreading these, the committee said, are the national organizations—counter-

parts of the state-level groups. J. A. Jorlett, assistant engineer of the Pennsylvania, New York, was the chairman of this committee.

Liquid wastes from engine terminals, the committee stated, include principally oil and oily wastes, sanitary wastes, and wastes from water-treatment plants. To assist in analyzing the problem at each terminal the committee divided these into 12 classifications, ranging from uncontaminated water waste to solid and miscellaneous waste products.

Waste fuel oil from steam-powered locomotives and the leakage of the light-grade fuel oil from underground tanks and valves serving Diesel power have accumulated in engine pits and saturated the ground so that a real disposal problem has been created. The committee presented a thorough report on these conditions and also on the methods of reclaiming the oily waste.

After pointing out that sanitary sewage disposal, at terminals where it is emptied into municipal sewer systems, is no problem if correctly designed sewers are provided, the committee described various precautions to be exercised in the disposal of sanitary sewage at terminals away from such centers and facilities. It then considered the matter of disposing of wastes from water-treating plants and from blow-down facilities, and described the practices of several railroads in handling these to avoid criticism and stream contamination.

COACH WATERING FACILITIES

After pointing out that the need for improvement in coach-watering hydrants and attendant accessories has been further increased by an accelerated program of modernization of passenger-train equipment, the Committee on Developments in Modern Methods for Watering Passenger Coaches, of which W. D. Gibson, water service engineer of the Chicago, Burlington & Quincy, Chicago, was chairman, stated that it is mandatory that, to fill storage tanks in minimum time and thus avoid delays to trains, larger capacity watering equipment be provided. Watering facilities, too, it said, must be made to comply with the regulations of the Public Health Service and various state and municipal bodies to prevent the spread of diseases caused by water-born bacteria.

The committee reported in some detail on various water delivery systems for servicing passenger equipment. It also



Flame cleaning is one of the methods of prevention and removal of corrosion from steel structures

presented descriptions of new developments in hydrants, which are designed to comply with health regulations and to eliminate freezing, and offered several suggestions for the improvement of hydrant installations as well as for protecting water in hose lines from contamination.

In conclusion, the committee stated, "attention is called to the fact that the use of any of the newer watering devices should first be cleared with local and state health authorities and, if necessary, with the federal people. It is generally not the practice to give blanket approval to any device, but rather to consider each installation on its merits, as certain types of hydrants are approved in many states and are not permissible in others."

PROLONGING TIE LIFE

The committee on Prolonging the Life of Ties on Bridges and Trestles stated that "many years can be added to the life of a deck by prompt action to remedy defects in the deck as soon as they develop." Its report was read by Chairman H. D. Curie, master carpenter of the Baltimore & Ohio, Garrett, Ind. Good line and surface on the bridge and approaches also were said to be important features in the service life of ties.

The seriousness of fire losses was mentioned in the report, and various means to forestall these losses were suggested, such as the use of sheet metal coverings; asphaltic base compounds over which is spread a coating of sand, stone screenings or fine gravel; metal or asbestos-cement boards as fire stops; and fire-retardant salt treatments. Consideration also was given to the making of auxiliary deck repairs with the least injury to the ties; to the selection of timber; to the size, spacing, seasoning, preframing and treatment of the ties; and to mechanical wear.

The committee reported that the main points to be considered in prolonging the life of bridge and trestle ties are: (1) Necessary repairs to tie bearings before placement of the ties; (2) the use of a good grade of timber, pre-framed and treated; (3) proper placement of the ties in true line and surfaces; (4) secure fastening of the ties to prevent movement; (5) proper maintenance of the approaches; (6) frequent inspection for crushing, splitting, decay and condition of line and surface; (7) prompt action to remedy defects; and (8) maintenance of the proper protection against fire.

DURABILITY OF BUILT-UP ROOFS

When manufacturers' specifications are complied with, built-up roofs may be guaranteed or bonded for periods of 10, 15 or 20 years, according to the committee reporting on the Installation and Maintenance of Built-Up Composition Roofings. W. H. Bunge, assistant engineer of the Missouri Pacific, Houston, Tex., was the chairman of this committee.

After pointing out that built-up roofing is primarily used on flat or nearly-flat surfaces, the first half of this report discussed the selection of the proper materials, the equipment requisite to good workmanship, the necessary preparatory work, and the application of the roofing materials. As recent developments in this field, the report described the cold-process method of laying roofing, using stabilized asphalt coatings, and the use and advantages of thin aluminum sheets as a roof covering. Because so many roof failures are caused by improper application of flashing and edging, the second half of the report dealt with this phase of the subject in some detail. The inspection and repairing of roofs, and safety precautions to be observed, were also discussed.

The following recommendations were made by the committee in its summary: (1) Carefully select the type of roofing suitable for the surface to be covered; (2) provide adequate equipment for installation purposes, safety

of the workmen, and the prevention of fire; (3) inspect and properly prepare roof decks; (4) provide continuous temperature control of the cementing medium; (5) give special attention to the installation of flashings; (6) arrange for periodic inspections and records of maintenance performed; and (7) practice safety and make provision for first aid.

WATERFRONT FACILITIES

Proper design and good maintenance of waterfront terminals tend to lower handling costs, while obsolete design and improper maintenance result in higher wharfage costs, reported the Committee on Pier Construction and Maintenance of Waterfront Terminals. F. W. Hutcheson, supervisor bridges and buildings of the Chesapeake & Ohio, Newport News, Va., was the chairman of this committee.

This report reviewed the various types of pier construction and then described the trend toward substructures of precast concrete piling and of creosoted timber piles capped at about mean low water with concrete or timber plank. Also, it mentioned the use of tubular steel piles filled with concrete for salt water installations, and urged designers not to overlook the advantages of greenheart piling for piers because of its ability to resist decay and the ravages of marine borers without treatment. In superstructures, it said, the trend is toward various combinations of steel and timber, with the timber being given a preservative or fire-retardant treatment.

The importance of adequate fender systems particularly with concrete structures, was pointed out, and several systems were described. In this connection, greenheart piles and timber were again recommended because of the durability of this material in sea water.

After mentioning that the replacement of timber-pile substructures is probably the most costly item of pier maintenance, the report considered several methods of working pile-driving equipment on piers for renewing substructures. Periodic underwater inspections were urged, as well as the use of test boards for determining the extent of infestation by marine borers. The maintenance of piers was discussed at length in the report, including the restoration of disintegrated concrete piles; the maintenance of decking, floors, runways and roofs; and the desirability of having a small stock of piling and heavy timbers stored nearby to cope with emergencies.

COMBATTING CORROSION OF STEEL

Although many methods of rust prevention have been tried, some in an experimental way, there is still a large field for investigation, according to the committee report on Methods of Prevention and Removal of Corrosion from Steel Structures, of which W. C. Harmon, bridge and building supervisor of the Southern Pacific, San Francisco, Cal., was chairman.

The report dealt in part with the importance of using alloy steels as a corrosion preventative, such as copper-bearing steels and high-tensile steels containing silicon or nickel, stating that the value of these metals should not be underestimated, and that a much larger use of them can be expected to produce longer life and lower maintenance costs for steels. The committee also reported on the use and cost of metalized coatings, painting and rust-preventative compounds for steels; methods of their application; and the importance of having a clean, dry surface before application to minimize corrosion. Cathodic protection on some types of steel structures was discussed and the process was said to have arrested corrosion with some success.

Part of the report dealt with the removal of corrosion from steel structures. Several methods toward this end and the equipment required were discussed in some detail.

GENERAL NEWS

Unions Disagree Over Loco. Bureau Nominee

Friend, opposed by enginemen, is endorsed by shop crafts

Confirmation by the Senate of President Truman's nomination of James E. Friend for the position of assistant director of the Bureau of Locomotive Inspection, Interstate Commerce Commission, is opposed by the engine-service brotherhoods but favored by the shop-craft unions. This conflict was pointed up at a hearing on the nomination which was held September 26 by the Senate committee on interstate and foreign commerce.

Mr. Friend is a district inspector of the bureau with headquarters at Memphis, Tenn. A former railroad general foreman and master mechanic, he came to the bureau in January, 1946, after about three years of service on the staff of the former Office of Defense Transportation. His nomination for the assistant directorship of the bureau was submitted to the Senate on June 6, the same day on which President Truman also nominated Edward H. Davidson for the position of bureau director as successor to John M. Hall who retired on May 31. While the committee deferred action on Mr. Friend's nomination, it reported Mr. Davidson's appointment favorably to the Senate on June 22. On the following day the Senate unanimously confirmed that appointment and Mr. Davidson took his oath of office on June 28.

"Only Enginemen Need Apply"

The engine-service brotherhoods' opposition to Mr. Friend was expressed at the September 26 hearing by D. B. Robertson, president of the Brotherhood of Locomotive Firemen and Enginemen, and by John T. Corbett, assistant grand chief engineer and national legislative representative of the Brotherhood of Locomotive Engineers, who read a statement that had been prepared for the occasion by the B. of L. E.'s grand chief engineer, Alvanley Johnston. Their opposition was based generally on a contention that administration of the locomotive safety laws is directed best by men from the "ranks of enginemen" rather than by those like Mr. Friend, whose experience is principally on the "management side." Also, the brotherhood leaders complained that seniority considerations were disregarded in the nomination of a man with only a little over three years of service in the bureau. For the assistant director-

ship involved, they favored C. O. Nichols, who has been a member of the bureau's staff of inspectors since March, 1926.

Moreover, they accused Mr. Friend of having been a "strike-breaker," alleging with supporting affidavits that he did the work of striking shopmen in 1922 when he was a mechanical department supervisor on the Texas & Pacific. In that sense, the term "strike-breaker" would apply generally to all supervisors, Senator Reed, Republican of Kansas, suggested, adding that Mr. Friend's conformity to the general rule should not be held against him. "We'll hold it against him as long as he lives," Mr. Robertson said. Another of Mr. Robertson's charges was an undertaking to identify Mr. Friend with a situation in 1923, when the Department of Justice, on complaint of the engine-service brotherhoods, obtained a court order requiring the T. & P. to make such repairs as would bring its locomotives into conformity with commission regulations. "Mr. Friend was a supervisory official on the Texas & Pacific at the very time when the unsafe condition of the locomotives on that system was held up by the Department of Justice as a horrible example," the B. of L. F. and E. president said.

Want "Gentlemen's Agreement" Continued

Another concern of the brotherhood leaders was to insure continuance of what Mr. Johnston's statement called "the gentlemen's agreement" pursuant to which the directorship and two assistant directorships of the bureau have always been occupied by former firemen or enginemen, the directorship alternating between members of the B. of L. E. and the B. of L. F. and E. As Mr. Robertson explained, the first head of the bureau, John F. Ensign, was a member of the B. of L. E. He was succeeded by a member of the B. of L. F. and E., the late Frank McManamy, who subsequently became a member of the I.C.C. Mr. McManamy's successor, A. G. Pack, was a member of the B. of L. E.; and Mr. Pack was succeeded by Mr. Hall, a member of the B. of L. F. and E. Mr. Davidson, who succeeded Mr. Hall as noted above, is a member of the B. of L. E.

In questioning Mr. Robertson, Senator Reed brought out the fact that 37 of the bureau's present staff of 62 inspectors were formerly shopmen (33 machinists and 4 boilermakers) as compared with 25 who were formerly in engine service. Commenting on that situation, Mr. Robertson said that if the turns of these former shopmen come for promotion to assistant directorships or the directorship on a seniority basis, "and they are not

strike-breakers," the B. of L. F. and E. could not oppose them.

When Mr. Robertson read a part of his statement which said he was "sincerely convinced" that if President Truman "had been apprised of all the facts in this case the name of James E. Friend would not have been submitted for your approval," Senator Johnson, Democrat of Texas, asked if the President had been advised of the brotherhoods' opposition since the nomination was submitted. Mr. Robertson replied that Mr. Truman had been so advised; and that his reaction was "just as I said," i.e., that he had not been "apprised of all the facts." Mr. Robertson also told Senator Johnson that the President had been "very nice" and indicated that he would reconsider the matter. However, the B. of L. F. and E. president did not ask Mr. Truman to withdraw the nomination; he did not think that would be quite proper. Meanwhile, Mr. Robertson said he had never met Mr. Friend; he was only interested in "principles," as he put it. The committee's chairman, Senator Johnson, Democrat of Colorado, said that he had worked with Mr. Friend "45 years ago on the Union Pacific," but the nominee was not then a railroad officer—he was "just a messenger boy."

The statement read by Mr. Corbett on behalf of Grand Chief Engineer Johnston of the B. of L. E. was along the same lines as the Robertson presentation, but its denunciations of Mr. Friend's alleged "strike-breaking" activities were more scathing; it made much use of the term "scab." In one place it said that the B. of L. E. "must protest any and all proposals to reward strike-breaking activities by having the government of the United States elevate leading strike-breakers to official positions in the service of the government such as is now under consideration."

Will Hear from Patterson

Meanwhile, Mr. Friend was endorsed as "fully qualified" for the assistant directorship by the Railway Employees Department, American Federation of Labor, and by a representative of one of that department's constituents, the International Association of Machinists. The department's brief statement was made on behalf of its president, Fred N. Aten, by Ray Laugherty, assistant to the president. Mr. Laugherty said that he was not personally acquainted with Mr. Friend. The I.A.M. endorsement was made by John P. Hamlin, who said his union feels that most of the work of locomotive inspection is shop work. In response to a question, Mr. Hamlin said

he thought Mr. Friend, whom he does not know, is a member of I.A.M.

Commenting on the presentation of the shop-craft unions, Senator Reed noted that these were the unions involved in the strike of 1922 when Mr. Friend is alleged to have been a "strike-breaker." The fact that the machinists' union has accepted Mr. Friend as a member, and is supporting him in the present case, "must have some weight," the senator suggested. Mr. Reed later expressed his own view that Mr. Friend was not a "strike-breaker" in the sense that the term is generally used; and said he would like to hear from I.C.C. Commissioner Patterson (the commissioner to whom the Bureau of Locomotive Inspection reports) an explanation of why the commission had recommended Mr. Friend's nomination to the President. Chairman Johnson granted Senator Reed's request, recessing the hearing to such time as arrangements were made for Mr. Patterson's appearance.

Says Some Reservation Practices Need Changing

Examiner makes suggestions to lessen travelers' complaints

Five specific suggestions for changes in railroad practices with respect to reservations of Pullman and coach space by persons other than those for whom the reservations are made were included by Interstate Commerce Commission Examiner Frank E. Mullen in his proposed report on the commission's No. 30031 investigation of the space-sale practices of the railroads and Pullman Company. As noted briefly in the *Railway Age* of September 24, page 64, the examiner's general conclusion was that the evidence in the case had made it "clear that there are no widespread 'black-market' operations in the procurement and sale of space on passenger trains."

The proposed changes in practices, he said, "would tend to remove to some extent the cause of the complaints and would otherwise be desirable." His five suggestions were set out in the report's summary as follows:

Five Specific Suggestions

a. Hotels and travel agencies should be informed by the railroads that reservations of space on trains can be made only by the traveler himself and that no reservations will be made for a traveler upon request of a hotel, a travel agency, their employees, agents, or others authorized by them to furnish service for their patrons.

b. No tickets for sleeping space or reserved seats on trains should be issued to hotels, travel agencies, their employees, agents, or persons authorized by them to furnish the service, for the use of others unless the person for whom the ticket is purchased has himself made the reservation and has authorized in

writing the hotel or travel agency to pick up the tickets for him.

c. All sleeping-car and parlor-car tickets for space in Pullman cars and tickets for reserved seats in coaches should contain a printed notice in distinctive type that such ticket is not transferable, and a notice that if transferred the ticket becomes void and not redeemable.

d. All railroad tickets upon which space has been reserved or tickets used for Pullman space or reserved seats in coaches should be stamped, or otherwise marked, to show that space has been assigned for the whole, or part of, the journey covered by the railroad ticket.

e. For better supervision and control of room space in sleeping cars, at least until the supply is more nearly sufficient to meet the demand, the railroads not now using the method should make reservations for such space and issue tickets therefor under the name of the traveler instead of under a ticket code number.

Other conclusions of the proposed report, as noted in last week's issue, were that ticket-sale and redemption rules and practices of the railroads and the Pullman Company are not unlawful, except that a finding of unlawfulness was called for with respect to railroad practices of withholding space from general public sale "for disposal by railroad officials for emergency purposes, or for the use of preferred patrons, to the extent the space withheld for emergency purposes exceeds 5 per cent of the sleeping units and 3 per cent of the reserved seats in coaches" on the trains involved. From this finding, the examiner would except reservations for organized group travel.

Would Void Transferred Tickets

Another of the proposed report's recommended findings would have the commission hold that the purchase of Pullman tickets by hotels and other non-railroad agencies and the transfer of such tickets to another, in return for reimbursement and gratuities or fees, renders the tickets void and unredeemable because such transactions violate Pullman tariff rules prohibiting transfer or resale. The examiner also recommended that railroads serving Miami establish ticket offices, or a consolidated ticket office, at Miami Beach during the winter season; and that a "reasonable charge," except in special cases, be made by the Pullman Company for redeeming its tickets.

The evidence with respect to the space-withholding practice of the railroads was summarized in the report as indicating that the practice was "proper" if it involved the withholding of only "reasonable" amounts of space "in order to meet emergency conditions arising from duplicate sales, delays to trains or other common-carrier facilities resulting in missed connections, changes in equipment, or other service reasons, and necessity for emergency travel due to illness or other substantial cause." The withholding practice was found to be general, but the report noted at least one exception—the Chesapeake & Ohio, which handles all reservations for Pull-

man space through its central reservation bureau in Huntington, W. Va. On that road, "there are no preferred waiting lists, block reservations or space withheld," the report said. Of the general practice, the report's summary had this to say:

"The number of units now withheld is excessive in many instances and is used to give preference to individuals or special groups at the discretion of the railroads. . . . Withholding space for use of particular individuals or business firms, especially on trains that are popular and well patronized including extra-fare trains, is unjust and unreasonable and results in undue preference of those persons and firms and in undue prejudice to individuals and firms not so favored, and in unjust discrimination."

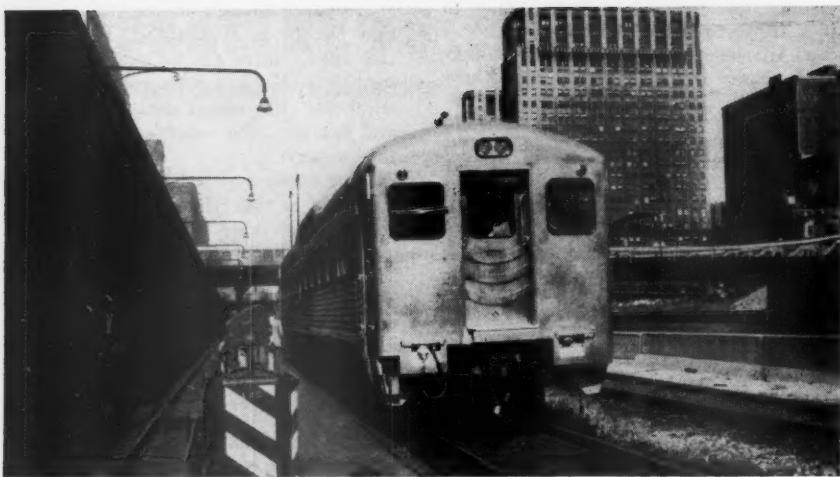
Room Space Shortage

"Use of preferred waiting lists should be discontinued. . . . No space should be assigned for use of passenger representatives in soliciting travel. . . . The practice of holding, or 'plugging,' space for disposition upon request of higher officials of the railroad in order to meet demands for space from so-called 'important' shippers, and from other persons deemed to be important or worthy of special favors should be discontinued. . . . The practice probably results in more harm to the carriers in the loss of the good-will of thousands of travelers who are aware of the discriminations than it gains for the carriers from the gratification of the favored few."

The examiner's suggestion that all railroads adopt the practice of making reservations for Pullman room space and issuing tickets therefor under the name of the traveler, was made on the basis of evidence indicating that most of the complaints involved the lack of sufficient room accommodations. "Many passengers," the proposed report said, "want only room space and refuse, or accept with reluctance, lower berth or upper berth space in open sections." The shortage of closed space was found "particularly with respect to trains that are popular and well-patronized and trains to resort areas during peak seasons of travel, such as the winter season in Florida."

No "Black Market"

"Pullman sleeping accommodations otherwise appear to be sufficient to meet normal travel demands," the report continued. "They are on sale at 4,236 railroad ticket offices. Usually at most offices space can be obtained a short time before train departure, or on the day of departure. Room space is readily obtainable on most of the trains a reasonably short time before train departure and lower berths or upper berths are generally always available. In fact, the supply of upper berths exceeds the demand. No shortage exists with respect to seats in parlor cars and seats in Pullman cars. Such accommodations usually can be secured on short notice. No



BUDD RDC-1 MAKES CHICAGO DEBUT.—The Budd Company's new self-propelled, all-stainless-steel Diesel rail car was introduced to the press and the railroads at Union Station, Chicago, on September 19. For the balance of that week, daily test and exhibition runs were made to Valparaiso, Ind., and return

complaints as to them were received in the investigation."

As the examiner pointed out, the complaints and "rumors of so-called black-market operations," which prompted the commission to institute the investigation, related particularly to the situation with respect to trains to and from the east coast of Florida (especially Miami) during the winter tourist seasons of 1946-47 and 1947-48. Even that situation did not appear extensive enough to be characterized as a "black market," the examiner said, although "purchases of space for resale in the Miami area were great enough, nevertheless, to justify the complaints that have been made and to warrant remedial action."

There was evidence that some travelers to and from Florida had made payments of "from \$5 to \$50" during the 1947-48 season to "various persons" in return for Pullman accommodations; but the record, "on the whole," indicated to the examiner that railroad employees "do not solicit, and do not accept gratuities for their services." Neither did the evidence show that railroad employees held out space "for the purpose of forcing passengers to pay gratuities," although "in some instances in Chicago and New York it was shown that certain employees accepted gratuities but they were extremely few in number."

Not Much Evidence

Some of the conditions complained of were caused by travelers who chose to deal with hotel employees or others not connected with railroad ticket offices, the examiner said. He pointed out that "no special arrangements are made by the railroads with hotels . . . for making reservations for hotel guests," adding that "in most, if not all, instances such patrons could get service as good, or better, by applying directly to the railroads." Reference was also made to the

reluctance of complaining travelers to give complete information about their space-buying experience; and to the performance of the Florida hotel owner who "conducted a country-wide campaign of publicity alleging that there is a large black market" in train accommodations. "Upon being called as a witness, he said he did not personally know of any black-market operations," Examiner Mullen reported.

Reserved Coach Seats

With respect to reserved seats in coaches, the examiner found "little complaint, except as to service to and from Florida . . . and as to service on some of the more popular and well-patronized trains in various sections of the country . . ." He added: "Here also, the principal complaint concerned the short supply of seats in streamlined air-conditioned coaches. In practically all instances between the same points seats were available in coaches, some air conditioned, in other trains operated on somewhat longer schedules." Of the whole equipment situation, Pullman and coach, the examiner concluded that passenger-train cars "on hand and on order will be adequate to meet all reasonable requirements at the present time and through the year 1950."

The proposed Pullman-Company charge for redeeming tickets would apply only to tickets sent to the company's general office for redemption, i.e., those covering space canceled too late for redemption by ticket agents. Exempt from the charge would be redemptions in cases where "non-use of the ticket was due to illness of the traveler or a member of his party, missed connections due to late arrival of a scheduled train or other vehicle of a common carrier, carrier disability or error, or negligence of a railroad employee." The "reasonable" charge suggested by the examiner would be 25 per cent of the amount refunded

but not in excess of \$2. Evidence in the record indicated that the cost per claim of handling refunds in Pullman's Chicago office "runs from \$1.50 to \$1.75, or somewhat more, based on 1947 operations and costs." Claims in 1947 totaled 379,264, an average of 31,605 per month; and the average amount claimed was \$8. In the first 10 months of 1948, the number of claims averaged 20,152 per month. As to present time limits for picking up and cancelling Pullman reservations, the examiner said they "appear reasonable and no unlawfulness was disclosed."

Aside from the situation with respect to New York-Florida travel, the proposed report, which occupied 62 mimeographed sheets, covered general conditions at New York, conditions at Chicago, including Chicago-Florida traffic, and the situations at Washington, D. C., and Pacific Coast points.

Mechanical Groups Elect New Officers

Final registration figures and elections for 1949-1950

The final registration figures for the annual meetings of the Coordinated Mechanical Associations, held at Chicago, September 19 to 22, inclusive, indicated a total of 3,011 railroad and supply men and guests. The registration of the individual associations was: Air Brake, 229; Car Department Officers, 449; Fuel and Traveling Engineers, 238; Locomotive Maintenance Officers, 644; Master Boiler Makers, 258; Allied Railway Supply, 1,038, and guests, 155. In addition there were 533 ladies registered as guests of the several associations. The registration of railroad men and guests was 1,973 as compared with 1,914 in 1948 and the Supply Association registration of 1,038 compared with 496 in 1948. There was no exhibit of the supply association in 1948 in connection with the mechanical meetings.

The meetings opened with a joint session on Monday, September 19, when addresses were made by Chas. F. Kettering, retired vice-president of General Motors Corporation, and E. H. Davidson, director of the Bureau of Locomotive Inspection, Interstate Commerce Commission. This session was reported in the September 24 issue of *Railway Age*, page 62.

H. J. Burkley, superintendent motive power of the Baltimore & Ohio; E. P. Gangewere, assistant general manager of the Reading, and F. S. Hartle, assistant director of operations for the Board of Transport Commissioners of Canada, addressed sessions of the Master Boiler Makers' Association. L. K. Sillcox, vice-president of the New York Air Brake Company, delivered an address on Trends in Transport before a joint session of

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the Air Brake and Railway Fuel & Traveling Engineers' Associations. The Car Department Officers' Association listened to addresses by J. F. Doolan, vice-president, operations, of the New York, New Haven & Hartford, and J. J. Brinkworth, vice-president of the New York Central. A. K. Galloway, superintendent motive power and equipment of the B. & O. and J. P. Morris, assistant to vice-president of the Atchison, Topeka & Santa Fe, spoke before the Locomotive Maintenance Officers' Association, and the following speakers were heard by the Railway Fuel & Traveling Engineers' Association: H. C. Wright, general superintendent motive power, Western region, of the Pennsylvania; W. K. Simpson, fuel and lubrication engineer of Electro-Motive Division, General Motors Corporation; C. W. Waterman, McNally Pittsburgh Manufacturing Company, and J. E. Tobey, president of Appalachian Coals, Inc.

The following officers were elected:

Officers for 1949-1950

Co-ordinating Committee, Coordinated Railroad Mechanical Associations. — Chairman: A. K. Galloway; vice-chairman: A. G. Kann, general superintendent equipment, Illinois Central; secretary: C. F. Weil, American Brake Shoe Company.

Air Brake Association. — President: C. E. Miller, superintendent air brakes and steam heat, N.Y.C.; vice-president: F. C. Wenk, superintendent air brakes, Atlantic Coast Line; second vice-president: C. V. Miller, general supervisor air brakes, New York, Chicago & St. Louis; third vice-president: L. A. Stanton, General air-brake instructor, Great Northern; secretary-treasurer: L. Wilcox.

Executive committee (for five years): K. E. Carey, general air brake inspector, Eastern region, P.R.R.; R. F. Thomas, general air brake inspector, Canadian Pacific; D. R. Collins, superintendent air brakes, Denver & Rio Grande Western; R. J. Dewsbury, general air-brake inspector, Chesapeake district, Chesapeake & Ohio; C. C. Maynard, chief inspector of air brakes, Canadian National.

Car Department Officers' Association. — President: G. H. Wells, assistant to superintendent car department, Northern Pacific; vice-president: J. A. Deppe, superintendent car department, Chicago, Milwaukee, St. Paul & Pacific; J. D. Rezner, superintendent car department, Chicago, Burlington & Quincy; W. N. Messimer, superintendent equipment, Merchants Despatch Transportation Corporation; A. H. Keys, superintendent car department, B&O; secretary-treasurer: F. H. Stremmel, assistant to secretary, Mechanical Division, Association of American Railroads.

Board of Directors: J. S. Aworth, assistant vice-president General American Transportation Corporation; G. R. Andersen, superintendent car department, Chicago & North Western; F. Cebulla, master car builder, G.N.; W. P. Elliott, general car foreman, Terminal Association of St. Louis; L. H. Gillick, vice-president, Vapor Heating Corporation; H. H. Golden, supervisor, A.A.R.I.A., Louisville & Nashville; P. J. Hogan, supervisor car inspection and maintenance, N.Y.N.H.&H.; H. A. Harris master car builder, Gulf, Mobile & Ohio; H. L. Hewing, superintendent of interchange, Chicago Car Interchange Bureau; J. E. Keegan, chief car inspector, Western region, P.R.R.; H. S. Keppelman, superintendent car department, Reading; G. E. McCoy, assistant chief car equipment, C.N.R.; J. A. MacLean, Jr., president, MacLean-Fogg Lock Nut Company; J. P. Morris, assistant to vice-president (mechanical), A.T.&S.F.; I. M. Peters, secretary and superintendent, Crystal Car Lines; L. Richardson, assistant general manager, New York, Susquehanna & Western; J. J. Root, Jr., vice-president, Union Tank Car Company; F. A. Shoultz, assistant superintendent car department, C.M.St.P. & P.; R. Schey, superintendent car department, N.Y.C. & St.L.; G. P. Trachta, general superintendent motive power, Chicago, Rock Island & Pacific; H. H. Urbach, general superintendent motive power and machinery, C.B.&Q.; J. A. Welsch, superintendent of equipment, I.C.

Locomotive Maintenance Officers' Association. — President: G. E. Bennett, superintendent motive power, Chicago & Eastern Illinois; first vice-president: P. H. Verd, superintendent motive power and equipment, Elgin, Joliet & Eastern; second vice-president: H. H. Magill, superintendent locomotive and car shops, C.&N.W.; third vice-president, S. M. Houston, assistant general superintendent motive power, Southern Pacific; fourth

vice-president: F. D. Sineath, assistant to chief of motive power and equipment, A.C.L.; secretary-treasurer: C. M. Lipscomb, assistant to schedule supervisor, Missouri Pacific.

Executive Committee (for one year): A. E. Rice, chief mechanical officer, D.&R.G.W.; F. R. Denney, assistant mechanical superintendent, Texas & Pacific; T. T. Blickle, executive assistant-mechanical, A.T.&S.F.

Advisory Board: J. D. Loftis, chief of motive power and equipment, A.C.L.; D. S. Neuhart, general superintendent of power and machinery, Union Pacific; A. K. Galloway; L. R. Christy, chief mechanical officer, M.P.; A. G. Kann; F. K. Mitchell, manager equipment, N.Y.C.; E. R. Battley, chief of motive power and car equipment, C.N.R.

Master Boiler Makers' Association. — President: E. H. Gilley, general boiler foreman, Grand Trunk Western; vice-president: R. W. Barrett, chief boiler inspector, Central region, C.N.R.; secretary-treasurer: A. F. Stiglmeier, general supervisor boilers and welding, N.Y.C.

Executive Board. — Chairman: R. W. Barrett; secretary: Harry C. Haviland, supervisor boilers, N.Y.C. Members for one year: H. R. Barclay, general boiler inspector, N.P.; F. R. Milligan, general boiler inspector, C.P.R.; Bernard G. Wolhard, general boiler builder and welding foreman, C.&N.W. For two years: R. W. Barrett; Benjamin G. Kanter, general boiler inspector and welding supervisor, Reading; R. A. Culbertson, general master boiler maker, Chesapeake district, C.&O. For three years: W. H. Keiler, locomotive inspector, Interstate Commerce Commission; Harry C. Haviland; Floyd Seeley, assistant general boiler inspector, U.P.

Advisory Committee: A. F. Stiglmeier (chairman), E. H. Gilley, and R. W. Barrett.

Advisory Board: E. R. Battley, B. M. Brown, general superintendent motive power, S.P.; A. K. Galloway; F. K. Mitchell; H. H. Urbach, general superintendent motive power and machinery, C.R.&Q.

Railway Fuel and Traveling Engineers' Association. — President: W. E. Sample, superintendent fuel conservation, B.O.; vice-presidents: G. E. Anderson, general fuel supervisor, G.N.; R. H. Francis, general road foreman equipment, St. Louis & San Francisco; R. D. Nicholson, road foreman of engines, N.Y.N.H.&H.

Executive Committee: E. G. Sanders, fuel conservation engineer, A.T.&S.F.; F. T. McClure, general supervisor air brakes, A.T.&S.F.; J. R. Bissett, fuel supervisor, Seaboard Air Line; P. E. Buettell, assistant superintendent fuel and water service, C.M.St.P.&P.; W. H. Fortney, chief road foreman engines, Cleveland, Cincinnati, Chicago & St. Louis; A. H. Glass, chief power and fuel supervisor, Chesapeake district, C.&O.; E. L. Reeves, road foreman of engines, B.O. Chicago Terminal; G. Warner, fuel supervisor, Pere Marquette district C.&O.; L. E. Dix, retired mechanical superintendent, T.P.&P.; S. A. Dickson, trainmaster, G.M.&O.; G. B. Curtis, road foreman of engines, Richmond, Fredericksburg & Potomac

Allied Railway Supply Association. — President: B. S. Johnson, W. H. Miner, Inc.; first vice-president: R. A. Carr, Dearborn Chemical Company; second vice-president: C. O. Janista, Barco Manufacturing Company; third vice-president: W. Lane, Franklin Railway Supply Company; fourth vice-president: Frank Moffet, National Malleable & Steel Castings Co. fifth vice-president: J. S. Dixon, Lima-Hamilton Corporation; secretary-treasurer: C. F. Weil, American Brake Shoe Company.

Executive Committee: John Baker, Locomotive Firebox Company; Bard Browne, Superheater Company; C. R. Busch, Unit Truck Corporation; George L. Green, Spring Packing Corporation; H. C. Hallberg, Waugh Equipment Company; S. W. Hickey, Simmons-Boardman Publishing Corporation; D. I. Packard, Pyle-National Company; F. Rutherford, Vapor Heating Corporation; J. L. Smith, New York Air Brake Company; D. F. Hall, Hunt-Spiller Manufacturing Corporation; A. H. Bickerstaff, Westinghouse Air Brake Company; C. E. Grigsby, American Steel Foundries.

Union R. R. Strike Averted; L. & N. E. Stoppage Settled

A threatened strike against the Union, Pittsburgh, Pa., was averted, and an actual strike on the Lehigh & New England was settled, both on September 24, by agreements between the managements of the two roads and the employees involved.

As reported in the *Railway Age* of September 17, page 96, the Union strike was called for September 13 by the Brotherhood of Railroad Trainmen, but was postponed at the request of the

National Mediation Board. Settlement of the issues involved was "generally in line" with the recommendations of a Presidential fact-finding board, which the brotherhood had previously rejected.

The L. & N. E. work stoppage, which lasted from 12:01 a. m. to 8:15 p. m. on September 24, involved approximately 250 train service employees represented by the Order of Railroad Conductors, the Brotherhood of Railroad Trainmen and the Brotherhood of Locomotive Firemen and Enginemen. "As a result of concentrated cooperative effort" agreement was reached on all of the 37 claims listed on the strike ballot.

Hearing in Eastern L.C.L. Case Now Set for Oct. 18

Another change, to October 18, has been made by the Interstate Commerce Commission in the date for further hearing in the reopened proceeding wherein eastern railroads are proposing increases in their rates on I.C.L. and any-quantity traffic. The hearing will be held at Washington, D. C., before Examiner M. J. Walsh.

Originally set for September 21, the hearing was subsequently postponed until October 25. The latest commission notice moved it forward a week, as noted above. (See *Railway Age* of July 23, page 49.)

Allegheny Board Proposes Solution to Dirty-Car Problem

The Allegheny Regional Advisory Board, meeting at Youngstown, Ohio, on September 21 and 22, recommended presentation to the National Association of Shippers Advisory Boards' meeting at St. Louis, Mo., on October 18 and 19, of a three-point plan for meeting the "dirty car situation." The plan, adopted by the Allegheny board's executive committee in June, would provide that railroads immediately issue instructions to proper personnel to report all dirty cars turned out to them by consignees; that the district offices of the Association of American Railroads devise proper methods to check the railroads to see if they are policing the dirty cars and notifying the guilty parties, and that local car efficiency committees continue to cooperate with the A. A. R. and with individual railroads in contacting negligent unloaders.

The board also recommended that car efficiency committees of all boards be kept active, directing their efforts toward proper cleaning of cars, heavier loading and observance of car service rules.

Dr. George D. Heaton, clergyman, was the principal speaker at a luncheon on September 22 sponsored jointly by the board and the traffic bureau of the Youngstown chamber of commerce. "We can have an economy," Dr. Heaton said, "which parallels the economy of the rest of the world if we do nothing about human attitudes and human relations. But we can't survive as a nation on the

basis of that kind of economy and we can have the economy that will perpetuate the American democratic system, with its basic and inherent convictions of freedom for the individual, only if that individual within that freedom is able to do the things and desires to do the things which are within his inherent individual capacity. . . . The science of human engineering is the strategy, as well as the principles, whereby any corporate group, through corporate endeavors, makes available to all participating . . . the values which accrue from that endeavor."

C. W. Gottschalk, general traffic manager of the Jones & Laughlin Steel Corp., presided at the board's general meeting.

Ogden Gateway Case Assigned for Hearing

The Interstate Commerce Commission will begin hearings on December 12 at Salt Lake City, Utah, on the complaint wherein the Denver & Rio Grande Western seeks to have the commission force open the Ogden, Utah, gateway by requiring the Union Pacific to participate in joint through rates via that gateway on traffic between so-called Colorado common points or points east thereof, and points in Idaho, Montana, Oregon, Washington, and British Columbia. The hearing will be held at the offices of the Public Service Commission of Utah with I.C.C. Examiner George J. Hall presiding. (See *Railway Age* of August 6, page 62.)

Sees \$12 Million Cost to M. P. If Strike Settled Unions' Way

Guy A. Thompson, trustee for the strike-bound Missouri Pacific, this week estimated that settlement of the claims involved in the three-week strike could cost the railroad \$12,000,000, and increase annual operating costs by \$3,400,000. He said that claims on the strike docket, plus like claims filed, amount to \$7,700,000. New equipment which the unions ask would cost an additional \$4,300,000, he asserted.

Mr. Thompson pointed out, for example, that the brotherhoods would have the railroad furnish an individual caboose for every conductor. This would require that a caboose be switched out of service each time a conductor terminated a run, and the caboose of another conductor put in its place.

The railroad published a full-page advertisement in leading newspapers on September 28 and 29, setting forth 10 typical union claims and explaining the facts in each case. One claim involves an engineman and fireman who are seeking an additional day's pay for spotting their locomotive at a terminal coal-water station. A hostler was not required in this instance to move the locomotive to the station (Crane, Mo.), it being located adjacent to the main track. The claimants, however, assert that they did a hostler's work by stopping the train at

the point where the coal and water supply was located.

In another instance, an engineman and fireman of a road freight train claim an additional day's pay for removing from their train a car which became unsafe to continue its journey. They claimed the task should have been performed by a switch engine crew. The M. P. says there are 42 such claims against the railroad and that the number would become "thousands" if this claim was agreed to.

A further attempt to settle the strike is scheduled to be made at St. Louis, Mo., on October 6, at a conference of 11 governors of states affected by the tieup. The meeting has been called by Governor Forrest Smith of Missouri, and both Mr. Thompson and union leaders have accepted invitations to attend. The St. Louis *Globe-Democrat* reports Governor Smith as saying he has a "definite plan for ending the strike."

Meanwhile, the strike has been found legal, in accordance with the provision of the Railway Labor Act, by the regional director of the Railroad Retirement Board. This means that all M.P. employees laid off—striking and non-striking—are entitled to unemployment compensation. Practically all of the striking operating employees—being in the top-pay brackets—receive \$5 a day for 7 of the first 14 days of the strike and \$5 a day for 10 days of each succeeding 14-day period of the work stoppage. This compensation can continue for a maximum of 130 days. A spokesman for the Retirement Board said that the M.P. strike is costing a half million dollars in compensation weekly.

The strike, which was called September 9 by the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen & Enginemen, the Order of Railway Conductors and the Brotherhood of Railroad Trainmen, developed as a result of disputes concerning the interpretation of working agreements (see *Railway Age* of September 10, page 75, September 17, page 92, and September 24, page 66). Mr. Thompson has insisted from the outset that the strike be ended prior to renewal of negotiations of the claims, and that those issues which cannot be settled by the disputants themselves be submitted to arbitration. He has stated that industries served by the railroad and seriously crippled by the walkout have indorsed his stand. The Brotherhoods, on the other hand, wish negotiations to proceed while the strike is on and with no commitment to have unsettled claims given over to arbitration.

Railroad Presidents Meet With Labor Executives

Leaders of railroad labor organizations were hosts to a group of railroad presidents at a September 29 meeting at the Washington Hotel, Washington, D. C. It is understood that no special current situation prompted the holding of the

conference, since the invitations to the railroad presidents went out in June. Similar meetings have been held in the past, the railroad presidents having been hosts at the latest previous one.

About 15 railroad presidents attended while the labor leaders included members of the Railway Labor Executives' Association and executives of the Brotherhood of Railroad Trainmen and Brotherhood of Locomotive Engineers. H. W. Fraser, president of the Order of Railway Conductors, said in a September 27 address at the annual meeting of the American Short Line Railroad Association in Chicago that sponsors of the Washington conference hoped that a number of mutual labor-management problems could be ironed out there.

Forecast Puts Loadings 8.7 Per Cent Below 1948's 4th Quarter

Freight car loadings in the fourth quarter of 1949 are expected to be 8.7 per cent below those of the same period of 1948, according to estimates of the 13 shippers advisory boards. On the basis of those estimates, loadings of the 32 principal commodity groups will be 7,526,359 cars in the fourth quarter of 1949, compared with 8,242,113 actual car loadings for the same commodities in the corresponding period of 1948.

Will Hold Hearing on Proposed 25-Cent "Red Cap" Charge

The proceeding involving suspended tariff schedules which propose to increase charges for "red cap" service at Cincinnati, Ohio, Columbus, and Indianapolis, Ind., has been assigned by the Interstate Commerce Commission for hearing at the Hotel Morrison, Chicago, on November 25. The hearing will be held before Examiner John P. McGrath. The proceeding is I. & S. Docket No. 5693, and the suspended schedules propose to raise the charge for handling passengers' hand baggage from 15 cents to 25 cents per piece. (See *Railway Age* of September 3, page 76.)

Eastern Roads Announce Schedule Changes

Coincident with the end of daylight saving time on September 25, a number of eastern railroads have announced changes in passenger schedules. The Pennsylvania will speed up its eastbound "Jeffersonian" by 1 hr. 50 min. between St. Louis, Mo., Pittsburgh, Pa., and Washington, D. C., and by 20 min. to New York. The "St. Louisan" will be 1 hr. faster from St. Louis to Pittsburgh and New York; the "Cleveland" 25 min. faster from Cleveland, Ohio, to Pittsburgh and New York and 10 min. faster to Washington, and the "Admiral" will be 20 min. faster from Chicago to Pittsburgh and New York. Names of three New York-Chicago trains will be reassigned so that trains of the same name in that service will have similar

schedules and accommodations in both directions.

The Baltimore & Ohio will operate its eastbound "Diplomat" between St. Louis and Washington on a 30-min. faster schedule, while the New York, New Haven & Hartford will speed up 12 daily and two Sunday shore line trains between New York and Boston, Mass., and 15 trains between New York and Springfield, Mass. The New Haven will eliminate its Friday-only "Advance Gilt Edge," from New York to Boston, but will inaugurate an all-coach train leaving New York for Boston at 8:02 p. m. on Fridays.

The New York Central's "Empire State Express" will be 15 min. faster, and the "Advance Empire" 10 min. faster from New York to Buffalo, N. Y.

The Central and New Haven jointly announced that the lower level of New York's Grand Central Terminal, which has been closed at night since August 8, would also be closed on week-ends, with commutation trains being operated from the upper level.

The New York Central, Central of New Jersey and other roads serving New York announced various changes in commutation schedules, including, in some cases, reductions of week-end service.

Bulwinkle-Act Rule

The making of provisions for inclusion of additional parties to approved Bulwinkle-Act agreements is the purpose of an amendment proposed by the Interstate Commerce Commission to its rules and regulations governing procedures under that act which is now section 5A of the Interstate Commerce Act. The amendment would add a new rule reading as follows:

New parties to an agreement. Where a carrier becomes a party to an agreement which has been approved by the commission, such approval will extend and be applicable to such carrier, **Provided**, (1) That such carrier is not, under the agreement, to act with carriers of a different class, within the meaning of section 5A (4) of the Interstate Commerce Act, except as the agreement relates to transportation under joint rates or over through routes, (2) that no change is made in the agreement except the addition of such carrier, and (3) that there shall have been filed with the commission by such carrier a verified statement that it has become a party to the agreement, which statement shall show the information required by S 3.1 (B) of this title (Title 49, Part 3, Code of Federal regulations).

The commission's notice said that any interested party desiring to make representations in favor of or against the proposed rule should do so in writing on or before October 20.

Col. Henry and K. C. Ingram Also on Rail Institute Program

Colonel Robert S. Henry, vice-president in charge of public relations for the Association of American Railroads, and K. C. Ingram, assistant to president of the Southern Pacific, will speak at the



Ira Haupt & Co., New York brokerage firm, displayed a miniature railway system at the recent Westchester County fair, Yonkers, N. Y., as part of an exhibit designed to show how a railroad operates, how that operation is made possible by public investment in its securities and how such securities are bought and sold through brokerage offices. The operator of the miniature railway is Meyer L. Hough, engineman on the Pennsylvania's "Admiral"

October 5 sessions of the Second Midwestern Institute in Rail Transportation, which is being conducted at the University of Minnesota, Minneapolis, from September 26 through October 8.

Mr. Ingram will discuss public relations, beginning at 10:40 a.m., and Colonel Henry is to address the graduation dinner at 6:30 p.m. The institute is directed by Edmund A. Nightingale, associate professor of economics and transportation, and is presented in cooperation with the A. A. R., the Association of Rail Transportation Institutes and the Association of Western Railways.

Shippers to Study Effect of "Featherbedding" on Rates

A resolution aimed at determining the effect of "featherbed" working rules on railroad freight rates was passed unanimously by the Southeast Shippers Advisory Board at its 87th regular meeting, held in Asheville, N. C. A special committee will contact interested railroad organizations for speakers to discuss the subject before future board meetings. The board also resolved to inaugurate a "clean car month" campaign in the southeast, and to participate in any national campaign directed toward encouraging cleaning of all freight cars before release from inbound load.

Among the speakers at the meeting was D. W. Brosnan, general manager of the Southern (Central lines), who talked on "Railroad Operating Methods —1949 Style." Discussing the advantages of Diesel power over steam, he pointed

to the "never ending" inspections necessary for steam locomotives. Much time is lost in shops, requiring a greater number of steam locomotives to perform a given service, he added. The Diesel, having no boiler and operating much like an automobile, requires a minimum of shop attention and possesses a high degree of availability for continuous service, said Mr. Brosnan.

The speaker referred to the "physical characteristic or personality" of electric traction possessed by Diesels, which enables them to haul heavier trains than can be powered by steam locomotives of like horsepower. This factor reduces the number of trains required and saves time on the road because fewer trains are met and passed, he stated.

Mr. Brosnan said that, on the mountain terrain of the Southern's Knoxville, Asheville and Appalachia divisions, 16 four-unit Diesels have displaced more than 100 of the road's heaviest steam locomotives. A Diesel train with $2\frac{1}{2}$ times the tonnage of a steam train makes the run from Knoxville, Tenn., to Asheville in less than five hours, as compared to more than seven hours for steam, he added.

Railroads as Tax Collectors

Without charge for the service, the Class I railroads and their subsidiaries, the Pullman Company and Railway Express Agency, collected taxes totaling \$1,003,282,870 for the federal government in 1948, according to Robert S. Henry, vice-president of the Association

of American Railroads in charge of its Public Relations Department. Colonel Henry so advised railroad public relations representatives in a recent circular which noted that this service, "likely to be overlooked," is a contribution in addition to the taxes paid by the carriers themselves; for "obviously" the collection and accounting work "involves large expense to the railroads."

The taxes involved and the 1948 total of each were listed in the circular as follows: Income tax withheld at source on wages, \$399,289,393; retirement tax withheld from employees wages, \$259,418,432; tax on amounts paid for the transportation of persons, \$134,773,868; tax on amounts paid for the transportation of property, \$208,703,253; all other, \$1,097,924.

G. N. Solicitation Offices Closed on Saturdays

Coincident with inauguration of the 40-hr. week for non-operating employees on September 1, the Great Northern began closing its freight and passenger traffic solicitation offices all day on Saturdays, and is continuing to do so. It was stated on page 60 of the September 3 issue of *Railway Age* that, temporarily, these offices would operate with skeleton forces until 12:30 p.m. on Saturdays. This decision—furnished in response to a questionnaire circulated by this magazine—was altered prior to the start of the 40-hr. week.

Pennsylvania Conducts Police Training School

More than 200 railroad police officers from the Pennsylvania's New York area will receive instruction at a special training school at Pennsylvania station, New York, Captain E. H. Malick, Jr., in charge of police on the railroad's New York division, has announced.

The initial course will extend from September 20 through November 21 and will be the first such school ever to be held by the Pennsylvania in New York. According to Captain Malick, it will be "the most comprehensive course in police training ever attempted by any railroad." Classes will be conducted two evenings each week from 5 to 7 p.m., with instructors including a number of recognized experts in the fields of law enforcement and jurisprudence.

The purpose of the school will be "to raise the standards of law enforcement on Pennsylvania property and to insure the respect of our patrons and the public in general through increased efficiency in and knowledge of our position as policemen." Subjects to be covered will include constitutional rights under New York statutes; laws of arrest, search and seizure; criminal procedure under federal statutes; evidence; investigation of thefts from interstate shipments; public relations; observation and patrol; serving as a witness in court; safe and loit techniques; interviews; art

of self-defense; fingerprinting; crime laboratory techniques, and claim procedures. Upon successful completion of the course, officers will receive certificates from the superintendent of police, eastern region, of the Pennsylvania.

Approximately 50 Long Island Rail Road police officers will also attend the school as guests of the Pennsylvania.

July Accident Statistics

The Interstate Commerce Commission has made public its Bureau of Transport Economics and Statistics' preliminary summary of steam railway accidents for July and this year's first seven months. The compilation, which is subject to revision, follows:

Item	Month of July		7 months ended with July	
	1949	1948	1949	1948
Number of train accidents*	702	974	5,170	7,100
Number of accidents resulting in casualties	38	28	280	367
Number of casualties in train, train-service and non-train accidents:				
Trespassers:				
Killed	162	144	700	771
Injured	120	127	634	646
Passengers on trains:				
(a) In train accidents*				
Killed	—	—	1	17
Injured	52	23	224	676
(b) In train-service accidents				
Killed	3	3	13	13
Injured	205	296	1,206	1,597
Travelers not on trains:				
Killed	—	2	3	5
Injured	66	74	437	599
Employees on duty:				
Killed	31	30	236	326
Injured	1,819	2,492	13,440	18,171
All other nontrespassers:**				
Killed	125	129	891	943
Injured	347	436	3,154	3,669
Total—All classes of persons:				
Killed	321	308	1,844	2,075
Injured	2,609	3,448	19,095	25,358

*Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former caused damage of more than \$250 to railway property in 1948. Beginning January 1, 1949, this minimum was raised to \$275. Only a minor part of the total accidents result in casualties to persons, as noted above.

**Casualties to "Other nontrespassers" happen chiefly at highway grade crossings. Total highway grade-crossing casualties for all classes of persons, including both trespassers and nontrespassers, were as follows:

Persons:			
Killed	121	114	822
Injured	204	243	2,076

Freight Car Loadings

Revenue car loadings for the week ended September 24 totaled 661,472 cars, the Association of American Railroads announced on September 29. This was a decrease of 81,550 cars, or 11.0 per cent, below the previous week; a decrease of 247,120 cars, or 27.2 per cent, below the corresponding week last year, and a decrease of 276,482 cars, or 29.5 per cent, under the equivalent 1947 week. The decline was due entirely to the coal strike which began on September 19; coal loadings last week totaled only 36,075 cars, a drop of 93,175 cars from the preceding week and 141,067 cars below the corresponding 1948 week.

Loadings of revenue freight for the week ended September 17 totaled 743,022 cars, and the summary for that week

as compiled by the Car Service Division, Association of American Railroads, follows:

REVENUE FREIGHT CAR LOADINGS			
For the week ended Saturday, September 17			
District	1949	1948	1947
Eastern	134,159	159,249	166,960
Allegheny	141,751	186,938	193,933
Pocahontas	49,156	72,144	73,119
Southern	115,953	134,141	129,582
Northwestern	131,157	149,402	154,435
Central Western	124,001	138,402	143,226
Southwestern	46,845	70,713	69,817

Total Western Districts	302,003	358,517	367,478
Tot. All Roads	743,022	909,989	931,072

Commodities:			
Grain and grain products	48,438	51,137	53,932
Livestock	15,459	16,736	19,981
Coal	129,250	179,550	184,928
Coke	10,682	14,458	13,764
Forest products	39,852	51,811	47,913
Ore	62,743	72,929	76,416
Merchandise I.c.l.	85,520	108,816	120,649
Miscellaneous	351,678	414,552	413,489

September 17	743,022	909,989	931,072
September 10	624,197	789,011	922,379
September 3	703,930	895,131	808,939
August 27	746,912	891,666	925,712
August 20	731,215	900,663	900,895

Cumulative total			
37 weeks	26,491,856	30,407,577	31,480,290

In Canada.—Carloadings for the week ended September 17 totaled 86,039 cars, compared with 73,540 cars for the previous week, and 90,852 cars for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

Revenue Total Cars			
	Cars	Rec'd from	Loaded Connections
Totals for Canada:			
September 17, 1949.....	86,039	30,192	
September 18, 1948.....	90,852	33,347	
Cumulative totals for Canada:			
September 17, 1949.....	2,723,123	1,138,390	
September 18, 1948.....	2,812,605	1,268,496	

C. P. R. Converting Western Locomotives to Oil

Although its only public manifestation to date was the recent announcement of the placing in Winnipeg, Man.-Calgary, Alta., passenger service of a 2800-class "Royal Hudson" locomotive, the Canadian Pacific is making steady progress on its substantial program of converting steam locomotives used on its western lines from coal to oil burners.

The first locomotive to be so converted, a 2300-class G-3-e, was placed in passenger service between Calgary and Edmonton, Alta., last January; by next January a total of 100 conversions will have been completed—78 at Weston shops in Winnipeg and Ogden shops in Calgary and 22 at Angus shops in Montreal, Que. As of September 9 motive power on the C. P. R.'s Prairie and Pacific regions included 710 coal-burning and 190 oil-burning steam locomotives and 49 Diesel-electric locomotives, the latter all being in yard service.

The change to oil fuel, William Manson, vice-president of the Prairie region, has declared, will greatly assist the growing Alberta oil industry by providing a stable market for residual fuel oil from prairie refineries, thereby permitting further expansion in production of gasoline and light distillates for prairie distribution. E. G. Bowie, superintendent of mo-

tive power and car department at Winnipeg, who is supervising the conversion work, points out that oil storage facilities are already available at Winnipeg, Moose Jaw, Sask., and Calgary, and that Alberta oil is already in use on main lines between Calgary and Edmonton and Calgary and Vancouver, B. C.

Detailed supervision of the conversion work is under the direction, at Weston, of W. Douglas, L. Lenoski, E. C. Deverall and L. B. Lauderdale, and, at Ogden, of W. H. Stevenson, P. Baron, W. Pelling and G. Iverson, works managers, assistant works managers, general foremen and general boiler foreman, respectively. Tests were run by T. F. Donald, assistant superintendent of motive power.

The work involves removal of grates and application of firepans and of oil tanks made of welded steel plates and installed in the former coal spaces in the tenders. In the "Royal Hudsons" these tanks have a capacity of 4,600 usable imperial gal., or 131 bbl., and replace 21 tons of coal.

Eleven locomotives of that class remain to be converted to make all main-line passenger power between Winnipeg and Calgary oil burning. They will operate on extended runs with only one intermediate fueling in each direction, at Moose Jaw, 398 mi. from Winnipeg and 434 mi. from Calgary. West of Calgary, to Vancouver, oil-burning motive power includes some of the C. P. R.'s 5900-class "Selkirk" locomotives, said to be the largest in the British Empire; locomotives of this type delivered this year were also said to be the last steam locomotives to be ordered for the Canadian Pacific, which is using an increasing number of Diesels. (See *Railway Age* of March 19, page 101, and May 28, page 50.)

The "Royal Hudsons," which figure so largely in the present conversion program, are so named because one of that class, the 2850, specially decorated in blue and silver, hauled the "Royal Train" from Quebec City to Vancouver in 1939; since then all succeeding 2800's have carried a crown on the front of their running boards.

Delaware Establishes Public Service Commission

Effective September 1, Delaware became the 48th — and last — state to establish a public service commission "for the regulation and control of public service corporations and public utilities." The legislative act creating the commission (Senate substitute for Senate bill No. 273), provides that the commission shall consist of three members appointed by the governor and confirmed by the state senate for six-year terms, with the term of one member expiring every two years; that no more than two members shall belong to the same political party, and that one shall be appointed from each of the state's three counties. The bill also appropriates \$20,000 for commission expenses in each of

the fiscal years beginning July 1, 1949, and 1950.

Original members of the commission, whose confirmation is expected at a special legislative session now in progress, are John C. Hazzard, chairman, Vernon B. Derrickson and Walter C. Phillips. The commission's headquarters are at Dover, the state capital.

Conductors, Trainmen, Carriers Meet on New Rule Demands

Representatives of the Brotherhood of Railroad Trainmen and the Order of Railway Conductors opened negotiations with the three regional Carriers' Conference Committees at Chicago on September 22 on demands which the two unions served on the individual railroads last March 15 for changes in schedule rules. The employees' proposals, which were met by counter proposals of the carriers, have been handled by conference on the individual lines, in accordance with the Railway Labor Act, and have reached the stage of national bargaining after non-concurrence on the separate properties.

Principal demands of the conductors and trainmen are for a 40-hr. week—with time and one-half on Sundays and holidays—for yard service employees and other hourly-rated workers represented by the two unions; establishment of a graduated pay scale for road and yard employees, based on the weight on drivers of the locomotive used; a 100-mi., 5-hr. basic day in passenger service, with overtime at time and one-half; initial terminal delay payments; expense allowance of \$5 for each day away from home terminal; allowance for trainmen required to handle United States mail, based on linear footage, with a minimum of one-half cent a mile, and a 205-hr. basic month for dining car stewards, with overtime at time and one-half.

Gass Reports "Sharp Rise" In Demands for Box Cars

Normal seasonal freight-car loading increases are beginning to be felt with "sharp rises" in demands becoming evident in nearly all sections of the country, Chairman Arthur H. Gass of the Car Service Division, Association of American Railroads, said in his latest monthly review of the "National Transportation Situation." Shortages for the week ended September 10 averaged only 2,088 cars per day while the average daily surplus amounted to 8,410 cars, Mr. Gass noted. He said the present surplus consists of the lower class box cars, which have been relocated to owning roads under the program of handling equipment in accordance with car service rules, following the period of abnormal demands during the war and immediate post-war years when cars were in such constant use there was not the usual opportunity to make needed repairs. Roads are "actively" engaged in "upgrading" their cars to further improve the quality of

the general box car supply, he added.

Due to the strike called September 9 on the Missouri Pacific, demands for cars on other roads in the same general territory have increased greatly, causing some temporary shortages and consequent inconveniences to shippers, Mr. Gass said. To build up the supply in the Central West and the Southwest, the Car Service Division issued Special Car Orders 52 and 53, effective September 22, which applied to the principal Eastern Allegheny and Southern district roads, he continued. These orders require that box cars in the two western districts be loaded only to points on home rails or junction points, or, lacking such loading, the cars shall be sent home empty.

With corn, soybean, rice and cotton crops estimated at either record or above-average production, the C.S.D. chairman said there will be times when some roads will be "hard-pressed" to meet all demands, but added that the box car supply will be "adequate" to move all crops for which storage space is available.

As to the stock car supply, Mr. Gass said that while no actual shortages have been reported, the demands for single-deck cars have risen "sharply" and he called the supply "sufficient" to complete the fall range movement satisfactorily.

Of the hopper car situation, he said the supply continues "easy" with "no marked change" during recent weeks. As to gondolas, he noted demands have increased in the steel loading districts but that roads were able to meet all requirements. He added that loadings of long gondolas with pipe continue "quite heavy" in the Youngstown-Lorain area for long haul movements to the West and Southwest.

Demands for plain flats have "eased" in the Middle West for agricultural implement loading but the supply continues "tight," Mr. Gass said. Because "no relaxation" has been noted in orders for well and depressed center type flat cars, he again called for "most expeditious handling" of these cars. He said that loadings of covered hoppers continue "well ahead" of last year to protest heavy demands for cement and other building construction materials.

As to refrigerator car supply, Mr. Gass reported that during the summer weeks, many of the cars moved through repair shops for cleaning, painting and general upgrading. As loadings are now increasing, cars are being moved into the areas in sufficient numbers to meet the requirements, he added.

Mr. Gass also cited freight-train performance for the first six months of this year as reaching the "highest efficiency on record," net ton-miles per freight-train hour having amounted to 19,127, compared with 18,779 in 1948 and 17,623 in 1944, the peak war year. The improved performance for the first five months of 1949, as summarized in the August issue of the "Monthly Comment" of the Bureau of Transport Economics

and Statistics of the Interstate Commerce Commission was reported in the August 20 issue of *Railway Age*, page 51.

Commenting on carloadings of revenue coal, Mr. Gass noted that they have been considerably reduced from last year's level, as a result of the labor dispute in the coal industry. Comparing the 1949 loadings for the 36-week period to September 10, he noted a decline of 1,430,519 cars, or 23.6 per cent, from the same 1948 period. Bituminous coal production for the 35 weeks to September 3 was 18.9 per cent below the similar period of 1948 while anthracite production was 26.4 per cent below last year, he said. The Lake coal program continues "to lose ground," he added, predicting that the adjusted quota of 45 million tons is not likely to be fulfilled unless there is a "marked" increase in shipments.

Average turn-around time for freight cars was 15.78 days in August, compared with 13.23 days in August, 1948, and 12.72 days in August, 1947. The number of cars detained beyond free time averaged 18.84 per cent of the total placed in August, compared with 16.15 in August, 1948, and 20.26 in July, 1949.

RR Fair Tops 1948 Attendance

On Sunday, September 25, eight days prior to its closing, the Railroad Fair at Chicago broke its last year's attendance record and at the same time attracted the largest crowd for a single day during this year. A total of 65,995 visitors passed through the turnstiles on the 25th, boosting the 1949 attendance well above the 2,500,813 customers who saw the show a year ago. As of closing time on September 26, the paid admissions to the 1949 exposition stood at 2,568,817, with a total of 1,354,983 persons having viewed the "Wheels-A-Rolling" pageant.

Stations on N.B.C. Network Learn About Railroad Hour

Stations of the National Broadcasting Company's network, which will present the Monday-night "Railroad Hour" beginning October 3, were told about that program of operettas and musical comedies in a "closed circuit" broadcast on September 26. The program is transferring to N.B.C. from the American Broadcasting Company network where it has been heard during the past year, its first on the air.

N.B.C.'s "closed-circuit" broadcast, designed to arouse the interest of the individual stations on its network, was not heard by the general public. Participants included William T. Faricy, president of the Association of American Railroads, Niles Trammell, president of N.B.C., and Gordon MacRae, the star of the "Railroad Hour." In his brief talk, Mr. Faricy said that the show had "done well" during its first year on the air; and he expressed hope that the "better show" now planned will "reach an even larger audience."

The A.A.R. president went on to advise the radio stations that the show would give them a "better than even chance" of adding to their regular audience "the million and a quarter railroad workers and their families." He recognized that many railroaders may already be listeners to programs of the N.B.C. stations; but he pointed out that they will hereafter "have a special reason for tuning to your station" on Monday evenings.

As to the story the railroads want to tell the radio audience, Mr. Faricy had this to say: "It is the story of railroads—one of the most important topics in America, one of the most fascinating stories in the world. We want to tell people what railroads are, and what they do. And we want to tell people what railroads mean to the United States—the fact that they provide the basic, low-cost, dependable, all-season transportation without which it would not be possible for Americans to produce more and to live better than any other people on earth. So the commercials . . . will talk about the railroads—what the railroads have done and are doing to handle their jobs better and better—what it takes in men and money, in research and invention, and in investment in new facilities and new equipment, to keep railroads abreast of the nation's needs—what it means to this nation to have railroads which are strong and healthy and equal to the tasks they are called upon to perform, not only in peace, but also in war."

In its new spot, the "Railroad Hour" will become part of N.B.C.'s Monday-night sequence of musical shows. In the eastern and central time zones, it will lead off a two-hour line-up of shows with the "Voice of Firestone," "the Telephone Hour," and the "Band of America" following in that order. While the same order will not be followed in the other zones, Monday night also will be "music night" in those zones. N.B.C. gave a public preview of the line-up in a special program on Friday evening, September 30. The Monday-night times for the "Railroad Hour" are: 8:00 to 8:30, eastern standard time; 7:00 to 7:30, central standard time; 9:30 to 10:00, mountain standard time; 8:30 to 9:00, Pacific standard time. The October 3 show will be "Showboat."

Challenged I.C.C. Examiners Now Have Civil Service O. K.

The Civil Service Commission on September 17 closed with favorable action the last of the cases involving 12 Interstate Commerce Commission hearing examiners whom a C.S.C. board of consultants had found not qualified to continue in their present positions. That determination was reversed last June in the case of 10 of the examiners, another was cleared by C.S.C. last month, and its September 27 action cleared the twelfth.

The board of consultants was set up by C.S.C. as an advisory body to assist

it in the work of carrying out those provisions of the Administrative Procedures Act which require it to set up standards and qualifications for examiner positions. The proposal to disqualify the 12 I.C.C. examiners was protested by the commission which said in a letter to C.S.C. that the men involved had "demonstrated ability to act independently, objectively, and fairly when presiding at hearings, and to prepare decisions or recommendations of high quality." (See *Railway Age* of April 2, page 54). The names of the examiners were not made public.

Passenger Traffic No Rail-Road "By-Product"—Padrick

"I do not believe railroad passenger traffic can be considered non-profitable, when intercity passenger traffic last year contributed \$887 million to the earnings of the railroads," E. B. Padrick, chairman, Trans-Continental and Western Passenger Associations, declared in an address at Chicago on September 22. Speaking before the Chicago chapter, National Defense Transportation Association, Mr. Padrick attacked the opinion held by many that the business of transporting passengers comes under the heading of a "lace curtain" department, that it is a non-paying proposition, and only a "by-product" of the carriers.

The speaker said, in part: "It was reported that in 1948 the railroads lost \$560 million in passenger traffic. The implication seems to be that, had there been no passenger traffic, the railroads would have been \$560 million better off.

"I do not propose to take issue with the Interstate Commerce Commission concerning the formula for distribution of expenses. I know that the expenses for the operation of the railroads must be properly allocated between passenger and freight—but by asking two simple questions, I believe I can show you the importance of passenger traffic. First, if it were not for the operation of passenger trains on the railroads, where would the expense be allocated? The answer is obvious—all to freight! Second, with the maintenance of the facilities that are necessary in their operations, by what other means can the railroads add over \$887 million a year to their earnings? There is none. They have the tracks; they have the right-of-way."

Despite the fact that his audience comprised representatives of competing forms of transportation, Mr. Padrick did not hesitate to attack subsidies. Making clear that he did not aim to "heckle" the railroads' rivals, he, nevertheless, insisted that present inequality must be ended.

Continuing, he said: "Compare the cost of the railroads' own right-of-way for handling their traffic with the right-of-way cost of their competitors, and you will find that, while the railroads maintain their right-of-way out of the charges they make for their services, the

right-of-way of their competitors, in the most part, is maintained by the government. Also the railroads pay property taxes on the property on which their rights-of-way are maintained.

"The railroads are the front line of defense with respect to nationalization of industry generally. Let this subsidy grow for their competitors and the entire transportation industry will come under government control and operation. You do not want that, nor do I. We believe the user of transportation, regardless of what form, should pay for the service performed, and the general taxpayer should not be required to pay any part of it. . . .

"There is plenty of passenger traffic for all forms of transportation, and there is plenty of opportunity for continued expansion of railroad passenger traffic, airline passenger traffic, and the bus lines' traffic. The American public is travel-minded. Everyone wants to go some place. Paid vacations are on the increase, which allows for greater expenditures for vacation travel. There are 20 per cent more people living today over the age of 65 than there were before 1944. The retirement age is being lowered, giving the opportunity for more travel by those in retirement. The population of this country is ever increasing. . . . With prospering economic conditions, all forms of transportation can look forward to an expanding passenger traffic. . . .

"There is no transportation agency other than the railroads physically able to handle the mass transportation required during war time. The proof of that statement lies in the fact that during demobilization the railroads handled 35,000 military passengers day after day from the Pacific coast to destinations in the central, eastern and southern states, and, in addition, maintained their regular service. It is as easy to figure as two-and-two; that no other transportation agency is or can be prepared to handle that volume of traffic. Don't ever forget that you can pull more than you can carry."

RRs Seek to Have Rail-Barge Differentials Order Set Aside

The railroads have filed suit against the government in federal district court at Chicago, asking relief from the Interstate Commerce Commission order of last June which requires that railroads and water carriers on the inland waterways establish, on or before November 1, through routes with joint rail-water rates reflecting differentials under all-rail rates (see *Railway Age* of July 9, page 140). The complaint points out that the order compels the railroads to give up to their competitors certain traffic which would normally move via all-rail routes in the absence of such lower or so-called differential joint rail-barge rates as prescribed by the I.C.C.

The railroads charge that the order is "unlawful, beyond the statutory power

of the commission, and beyond the power which it could exercise in accordance with the Constitution of the United States, based upon erroneous conclusions of law, without support in necessary findings of fact, contrary to and without support in the evidence, arbitrary, and capricious."

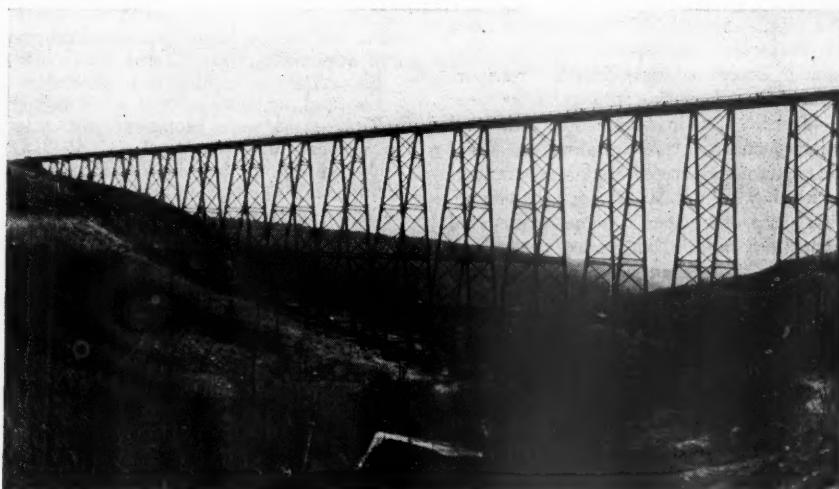
Will Receive Presentations On Express Credit Rules

Interested parties have been given until October 20 to show to the Interstate Commerce Commission "cause or reason" why it should not prescribe the rules which have been proposed by the Railway Express Agency for the extension of credit to express shippers. The pres-

entations, which may also include statements in support of the proposal, are to be in writing; and "no oral hearing will be held unless request is made and need therefor is shown."

The R.E.A. proposal was filed with the commission after the latter obtained regulatory authority over the extension of credit by express companies. The authority was included in recently-enacted legislation—Public Law No. 197 of the present Congress (see *Railway Age* of September 10, page 94).

Additional General News appears on pages 67 and 68.



The Buffalo, N. Y., chapter of the National Railway Historical Society is sponsoring a rail-fan trip, via special train from Buffalo, over the Erie's Kinzua viaduct (shown above) and various Erie branches on Sunday, October 9

ORGANIZATIONS

The annual meeting of the Association of American Railroad Dining Car Officers will be held at Miami, Fla., on October 4, 5 and 6. President of this association is Pierre E. Griffith of St. Louis, Mo.; vice-president, R. G. Robinson, Long Island City, N. Y.; secretary-treasurer, W. F. Zier vogel, St. Louis; chairman of the executive committee, A. E. Yarlott, New York; and members of the executive committee, G. A. Cameron, Houston, Tex., and W. M. Sharp, Easton, Pa.

The Car Foremen's Association of Omaha will hold its next meeting on October 13, at 6:30 p.m., in the Y.M.C.A., Council Bluffs, Iowa.

The Pacific Railway Club will hold a meeting on October 13 at Sacramento, Cal., and a subsequent meeting on October 20, at Los Angeles, Cal., with the

Westinghouse Electric Corporation presenting Charles Kerr, Jr., as the speaker for each occasion on the subject "Present and Future Motive Power Developments."

A joint meeting of the Traffic Clubs of North Carolina will be held October 21-23, at the Carolina Hotel, Pinehurst,

The Car Foremen's Association of Chicago will hold its annual ladies night and installation of officers on October 21, at 8 p.m., in the LaSalle Hotel, Chicago. N. C. J. B. Queensbury, Jr., district freight agent of the Norfolk Southern, at Winston-Salem, N. C., is the general chairman for the convention.

The next meeting of the Western Railway Club will be held on October 24, at 6 p.m., in the Hotel Sherman, Chicago.

C. M. Hutchins, president of the Bangor & Aroostook, will be the guest speaker at the New England Railroad Club's

next meeting, at 6:30 p.m., October 11, in the Hotel Vendome, Boston, Mass.

The Central Railway Club of Buffalo will hold its next meeting on October 13, at 8 p.m., in the Hotel Statler, Buffalo, N. Y., with H. W. Von Willer, vice-president—traffic, of the Erie, as guest speaker. His subject will be "Problems Confronting American Railroad Sales-Service Men of Today."

OVERSEAS

British Transport Commission Reports Deficit of £4.7 Million

An operating deficit, before capital redemption and special items, of just over £1.7 million (\$4,760,000 at current rates of exchange) is revealed by the first annual report of the British Transport Commission, covering the calendar year 1948, the first in which railroads and other forms of transportation in Great Britain were operated under government ownership. "Interest on capital redemption" and other special items aggregated about £3 million, increasing the overall deficit to more than £4.7 million (\$13,160,000).

Direct comparison with results achieved prior to nationalization is not possible, since the commission has presented its figures in a new form, dividing its revenues and expenses into those of its "principal carrying activities" and its

1948 OPERATING RESULTS, BRITISH RAILWAYS

OPERATING REVENUES:	
Passenger	£122,572,809
Freight, baggage and mail	211,064,189
Miscellaneous	3,677,998
Total	£337,314,996
OPERATING EXPENSES (including depreciation but not including abnormal maintenance):	
Train operation	£112,747,836
Maintenance and depreciation of equipment	59,432,160
Maintenance of way	47,974,348
Other traffic expenses	72,747,497
General expenses	18,155,418
Total	£311,057,259
NET OPERATING REVENUE	£ 26,257,737
Operating ratio	92

"non-carrying activities." The former include railways; collection and delivery of railway freight; highway transportation of freight and passengers; London metropolitan transport; marine services; and inland water transport. Non-carrying activities cover operation of docks, harbors, wharves and canals; hotels and catering; commercial advertising, and rental of transportation property. Broadly speaking, all transportation activities except collection and delivery and inland waterway (canal) transport showed some operating profit. The docks, harbors,

wharves and canals were operated at a deficit; the hotels returned a small profit, and advertising and rentals produced net income in excess of £3 million.

The railroads, results from which are shown in one of the accompanying tables, accounted for 73 per cent of the revenues and 72 per cent of the expenses of all transportation activities. In spite of an operating ratio of 92 per cent, they thus produced more than two-thirds of the commission's total net operating revenue.

"The net result," according to the Railway Gazette (London), "will occasion surprise," since, the Gazette points out, a deficit of from £20 to £30 million had been predicted. "There has been, however," the Gazette continues, "a number of other factors which have contributed towards the better-than-expected showing which the commission has made." Among these it lists:

1. Substantial net revenue from non-railway activities, particularly bus operation, marine services, London transport and advertising.

2. Failure to establish a general reserve fund, as contemplated when British railway rates were increased just prior to nationalization, on October 1, 1947.

3. Failure to augment during 1948 funds established prior to nationalization to cover deferred maintenance remaining from the war years. "Most certainly," the Gazette says, "there were arrears of maintenance" [in 1948].

4. Change in depreciation accounting from a "renewals" basis to a "commercial" basis, which reduced depreciation charges by approximately £8.5 million below what they would have been under the former practice followed by the privately owned railroads. This saving was partially offset by a new charge of £2.5 million for amortization of capital, but still produced a net "economy" for the commission of about £6 million.

The commission made no payment of, and no provision for, income or profits taxes, because of "technical factors."

The commission's balance sheet as of December 31, 1948, showed current liabilities of approximately £439 million, and current assets just under £351 million. Railroad rolling stock, vehicles, ships and equipment were carried at a

SUMMARY OF 1948 ANNUAL REPORT, BRITISH TRANSPORT COMMISSION

(000,000 omitted)	
Gross operating revenue from all principle activities	£ 491.7
Gross operating expenses	453.2
Net operating revenue	£ 38.5
Less: Minority interests and pre-acquisition profits	2.4
	£ 36.1
Other income, including dividends on investments, interest, etc.	9.1
	£ 45.2
Central administration, interest, and other charges	46.9
Deficit, before capital redemption and special items	£ 1.7

depreciated book value of £285.7 million, and land, buildings, track, docks,

canals and other permanent structures at £951 million.

Railroad passenger-miles in 1948 were about 7.5 per cent below 1947, but about 11 per cent above 1938, while bus travel was greater than in either year. Freight ton-miles were about 25 per cent above those of 1938. Passenger train-mileage was some 20 per cent below 1938, and freight train-mileage about 3 per cent greater, indicating heavier loading in both services.

Employees Buy New Rolling Stock for Cuban Road

New rolling stock for Cuba's British-owned United Railways will be purchased from a \$500,000 fund created by employees of the road, who contributed 5 per cent of their wages toward the fund so the company could provide better service, according to a recent issue of Foreign Commerce Weekly. It is understood the new equipment will be purchased in the United States.

SUPPLY TRADE

William E. Madden, vice-president of the George Haiss Manufacturing Company, New York, a division of the Pettibone Mulliken Corporation, Chicago, has been appointed also general sales manager of the former firm.

Daniel C. Prescott has been appointed to the locomotive sales staff of Fairbanks, Morse & Co., in the Chicago district. For the past four years Mr. Prescott has been associated with the sales department of the Baldwin Locomotive Works in the Chicago area. T. E. Woodruff, formerly manager of the St. Louis Mo. branch house pump department, has been appointed assistant manager of the pump sales division, with headquarters at Chicago.

W. S. Blakeslee, Jr., sales manager for the Wayne division, Gar Wood Industries, Inc., Wayne, Mich., has been appointed assistant general sales manager for the corporation. He has been succeeded by R. J. Nyberg, who will have charge of the sale and service of all products of the Wayne division nationally.

The Graver Water Conditioning Company, a division of the Graver Tank & Manufacturing Co., has announced the removal of its general offices to larger quarters at 216 West 14th street, New York 11.

The Elliott Company, Jeannette, Pa., has acquired the business and assets of the Crocker-Wheeler division of the

Joshua Hendy Corporation. The Crocker-Wheeler division will continue to operate under its previous management with **Charles A. Butcher** as general manager. Mr. Butcher also has been elected a vice-president of the Elliott Company.

The National Electric Coil Company has opened new offices at 250 Park avenue, New York 17, under the management of **Bailey E. Price**.

Louis R. Ripley has been elected president of the **Heli-Coil Corporation**, Long Island City, N. Y. Before joining Heli-



Louis R. Ripley

Coil, Mr. Ripley was an officer of the Pepsi-Cola Company in charge of automatic merchandising, and president of the United Cinephone Corporation.

T. Nagle, former New York, Detroit, Mich., and Boston, Mass., public relations executive, has joined the **Acme-Winter Corporation**, Buffalo, N. Y., as vice-president and director of sales and advertising.

S. J. Woodworth has been appointed sales manager of the Wright Hoist division of the **American Chain & Cable Co.**, with headquarters at York, Pa. Mr. Woodworth, who has been with the Wright Hoist division for over 25 years, succeeds **A. R. Haskins** who is resigning, effective October 15, to establish a business in Milwaukee, Wis.

John Mitchell, formerly retail salesman for the **Hyster Company** in the Chicago area has been promoted to district manager of truck sales for the northeastern section of the country, and **John Cusick**, associated with the company since 1944, has been appointed lift truck sales district manager, responsible for the central portion of the United States. Also appointed district managers are: **W. J. O'Brien**, southwest; **C. E. Houston**, northwest, and **Fred Schultz**, southeast.

Walter J. Mayham, Jr., formerly manager of the industrial division of the **Westinghouse Electric Corporation**, has

been appointed Pacific Coast district manager, with headquarters at San Francisco, Cal., succeeding **Charles A. Dostal**, vice-president, who will retire in May, 1950.

Henry Vogel, 4506 Wentworth avenue, Baltimore, Md., has been appointed sales representative in the Baltimore territory for the **Lima-Hamilton Corporation**, Lima, Ohio, to handle Diesel and steam locomotives and parts therefor.

W. Henry Caban has been appointed assistant to the president in charge of engineering of the **Taylor-Colquitt Company**, Spartanburg, S. C., to head a new engineering department being formed to serve the wood preserving and vapor drying process fields. Mr. Caban was formerly a partner in the firm of Alinder & Caban, consulting engineers, Pittsburgh, Pa.

William J. Sparling, works manager of the **Chain Belt Company**, Milwaukee, Wis., has been elected vice-president and manager, chain and transmission division. He has been succeeded by **E. P. Meyer**, assistant works manager.

OBITUARY

Sherman Miller, retired vice-president of the **American Locomotive Company**, died on September 24 at his home in Schenectady, N. Y., after a long illness. He was 71 years old.

EQUIPMENT AND SUPPLIES

Domestic Equipment Orders Reported in September

Domestic orders for 85 Diesel-electric locomotive units, costing an estimated \$10,326,000, were reported in *Railway Age* in September. No orders for freight or passenger cars were reported. The accompanying table lists the orders in detail.

During the first nine months of 1949, *Railway Age* has reported domestic orders for 3,867 freight cars and 30 passenger cars costing an estimated \$19,576,722; and 590 Diesel-electric locomotive units, 13 steam and 7 electric locomotives, the estimated cost of which

Locomotives

Date Purchaser	No.	Type	Builder
Sept. 17 Long Island	8	2,000-hp. D.-E. pass.	Fairbanks, Morse
Sept. 24 Indiana Harbor Belt	27	1,000-hp. D.-E. sw. units	Electro-Motive
Sept. 24 Southern	15	1,500-hp. D.-E. rd. sw. units	Electro-Motive and American
	35	1,000-hp. D.-E. yd. sw. units	

is \$86,989,332. Also reported was an order for a steam-turbine, electric drive locomotive, which is a new experimental type. No estimate has been made of its cost.

LOCOMOTIVES

The Chicago, Milwaukee, St. Paul & Pacific has ordered four 1,000-hp. Diesel-electric switching units from the Baldwin Locomotive Works.

The Duluth, South Shore & Atlantic has ordered three 1,500-hp. Diesel-electric road-switching units and three 2,000-hp. heavy duty transfer units from the Baldwin Locomotive Works.

SIGNALING

The Virginian has ordered equipment from the General Railway Signal Company for the installation of an all-relay electric interlocking at South Norfolk, Va. The control machine will have an 18- by 30-in. panel, equipped with 18 track indication lights and 11 levers for control of 10 switch machines and 14 signals. Type B plug-in relays, model 5C electric switch machines, model 7 switch circuit controllers, and welded steel relay cases are included in this order.

The Monongahela Connecting has ordered 3 type E all-electric car retarders from the General Railway Signal Company. These retarders, totaling 241 rail feet, will be installed in East yard, Pittsburgh, Pa. This order includes the control machine, type K relays, model 7 switch circuit controllers and type MD dwarf signals.

CONSTRUCTION

Alton & Southern.—This road is rebuilding, enlarging and modernizing its automatic interlocking at its crossing with the Gulf, Mobile & Ohio in St. Louis, Ill., at a cost of \$25,000.

Missouri Pacific.—This road is installing centralized traffic control between Middlebrook, Mo., and Mill Spring, and extending various sidings, at an estimated cost of \$392,500.

Canadian Pacific.—This road will remodel its freight shed offices at Winnipeg, Man.; replace with modern units the power plants at Winnipeg and Field, B. C.; pave driveways of station grounds at Nanaimo, B. C., and repair retaining wall at M.P. 124 on its Mountain subdivision (B.C.).

Detroit, Toledo & Ironton.—This road has awarded various contracts in connection with construction of a new engine terminal at Springfield, Ohio, work on which was begun recently. The building includes wash and locker room accommodations for 90 trainmen and 24 shop men, together with space for shop and storeroom facilities. All steel in the engine house is to be metalized with aluminum, while the roof purlines and sheathing of wood will be fire-proofed and preservative treated. Two pits of the new three-stall facility are designed for conversion to Diesel pits by knocking out the floor at track level and putting in a new floor three inches lower.

ABANDONMENTS

Application has been filed with the Interstate Commerce Commission by:

Chesapeake & Ohio.—To abandon its passenger ferry from its terminal at Newport News, Va., across Hampton Roads and along the Elizabeth river to its station in Norfolk and thence across the Elizabeth river to its station in Portsmouth, 14.2 mi. The ferry service would be replaced by a motor bus service between Newport News and Norfolk, but no service would be provided to the Portsmouth station, which would be abandoned. The proposed new bus service would be performed by the Norfolk Southern Bus Corporation (subsidiary of the Norfolk Southern) over a route from the C. & O. passenger station in Newport News via the Newport News-Pine Beach ferry across Hampton Roads to Norfolk, and also over an alternate route via the James River Bridge system. The application said the proposed substitution of bus service would result in operating savings of approximately \$380,000 per year. "This is just one of the steps the C. & O. must take to reduce its heavy passenger losses," Thomas J. Deegan, Jr., the road's vice-president in charge of passenger traffic, said in a September 26 statement about the application. He put the C. & O.'s 1948 loss from passenger operations at \$23 million, and also made this comment: "When we consider that all the railroads in the United States lost \$500 million last year on passenger service, the C. & O. is not alone in its need to make economies."

Division 4 of the Interstate Commerce Commission has authorized:

Minneapolis & St. Louis.—To abandon a 5.25-mi. section of main line between Tracy, Iowa, and Fosterdale, which was washed out by floods in June, 1947. In the same report, the commission authorized the Minneapolis & St. Louis to

bridge the gap by acquiring trackage rights over 20 mi. of Chicago, Burlington & Quincy and Wabash lines between Tracy and Albia.

Norfolk Southern.—To abandon its Columbia branch extending from Mackeys, N. C., to Columbia, 22.1 miles. The application said that revenue from the small volume of traffic is insufficient to pay for the upkeep of the line.

FINANCIAL

Bessemer & Lake Erie.—Merger of Lessors.—Division 4 of the Interstate Commerce Commission has approved the merger into this company of its two lessors, the Pittsburg, Bessemer & Lake Erie and the Meadville, Conneaut Lake & Linesville. It has also approved acquisition of control of the merged company by the B. & L.E.'s present owner, the United States Steel Corporation.

The Pittsburg owns 179 mi. and the Meadville 22 mi. of the 214 mi. of line comprising the Bessemer's system. Under the merger plan approved by the commission, Bessemer will issue 40,000 shares of \$3 cumulative preferred stock and 200,000 shares of \$1.50 cumulative preferred, each with a par value of \$50 per share, to be exchanged, respectively, on a share-for-share basis, for 40,000 shares of 6 per cent cumulative preferred and 200,000 shares of common of the Pittsburg. Assumption by Bessemer of liability for \$11,748,000 of the Pittsburg's first-mortgage, 2½ per cent bonds, series A, due December 1, 1996, is also involved. Meanwhile Bessemer will also issue 10,000 shares of no-par common to be exchanged for a like number of \$50-par shares now outstanding. Excepting directors' qualifying shares, Bessemer already owns the entire capital stock of Meadville, which has no funded debt. The Meadville stock will be canceled as a result of the merger.

The Steel Corporation is the direct or indirect owner of more than 80 per cent of both the common and preferred stocks of Pittsburg, but minority stockholders of that road raised objections to the merger. Among other bases for these objections was a contention that the Bessemer preferred shares for which the Pittsburg stocks were to be exchanged would be inferior securities in that the lease under which the Pittsburg has been operated includes provisions whereby the Steel Corporation's subsidiary, Carnegie-Illinois Steel Corporation, guarantees the rental; and the rental includes amounts sufficient to pay \$3 and \$1.50 annual dividends per share on the Pittsburg's preferred and common stocks respectively. The original merger agreement did not contemplate continuation of the Carnegie guaranty, but that company later advised that it would guarantee the dividends on the new Bessemer preferred. That satisfied some of the dissenters and the holdings of others were purchased by

the Steel Corporation, thus leaving as dissenters-to-the-end the holders of only 1,002 shares of Pittsburg common—less than one-half of one per cent of that road's total voting stock and less than 3 per cent of the total owned by others than the Steel Corporation. After consideration of several points raised by these protestants, the commission rejected the protest, saying that, "all things considered" the new Bessemer preferred stock which they are to receive "will be at least as good, if not better, than the common stock of Pittsburg they are contributing to the merger."

Duluth, South Shore & Atlantic.—Operating Agreement.—This road has applied to the Interstate Commerce Commission for authority to revise a 1911 agreement with the Minneapolis, St. Paul & Sault Ste. Marie and the Wisconsin Central so that it can continue freight and passenger service at Duluth, Minn., and Superior, Wisc. The South Shore owns no tracks in the area except 1.4-mi. of track connecting the Chicago, St. Paul, Minneapolis & Omaha with the Soo line and the W.C. in Superior, but has served the Twin Ports area under the 1911 agreement. While the agreement expired in 1947, the South Shore has continued to use the facilities involved with the understanding that any new agreement would be retroactive to October 1, 1946.

Duluth, South Shore & Atlantic—Reorganization.—Division 4 of the Interstate Commerce Commission has authorized this road's reorganization managers to consummate its plan of reorganization as approved by the commission and the court (see *Railway Age* of July 5, 1947, page 63). The consummation will involve transfer of the properties from the Duluth, South Shore & Atlantic Railway to a new company, the Duluth, South Shore & Atlantic Railroad, and assumption of liabilities and issuance of securities by the latter. The securities to be issued will include \$5,000,000 of first-mortgage, 4 per cent, income bonds, series A, due January 1, 1995; and \$10,500,000 of common stock, consisting of 210,000 no-par shares with a stated value of \$50 per share.

International-Great Northern.—Trackage Rights.—Division 4 of the Interstate Commerce Commission has advised this road and the Texas Mexican that their controversy regarding the handling by the latter of I.G.N. cars interchanged with the National of Mexico at Laredo, Tex., should be resolved by the organization of a terminal company, equally controlled by the two roads, to perform the switching and interchange services for both of them. The advice was given in the division's report on an application (Finance Docket No. 15947) wherein the I.G.N. seeks authority to operate over T.M. tracks connecting with the N. of M. and thus perform the interchange

operations which are now conducted for it by the T.M. under contract.

If the T.M., which opposed the application, refuses to join in organizing the proposed terminal company, the division said it would issue an order implementing the report's findings to the effect that acquisition by the I.G.N. of the trackage rights it seeks would be "consistent with the public interest." Entry of such an order was withheld for six months from the date of the report (September 9) to afford the parties an opportunity to present for commission approval an agreement for operation pursuant to the terminal-company plan. Meanwhile, however, the report's determination "assumes" that the I.G.N. will agree to such a plan, "as it may not by its own dissent secure approval" of its trackage-rights proposal.

The tracks involved total 1,061 ft. in length. They extend from the end of the I.G.N. line in Laredo, on the northern approach to the International Railroad Bridge across the Rio Grande river, to the U.S.-Mexican boundary at the center of the bridge, where they connect with tracks of the N. of M. While it filed the application to obtain from the commission an administrative determination of the matter, including findings as to reasonable rental for the trackage rights sought, the I.G.N. bases its case on a contention that the laws under which the bridge was constructed give it "equal rights" thereon. Those laws are the act of January 27, 1910, which authorized construction of the bridge; and the general bridge act of 1906 which provides that "all railroad companies desiring the use of any railroad bridge built in accordance with the provisions of this act shall be entitled to equal rights and privileges relative to the passage of railway trains or cars over the same and approaches thereto upon payment of a reasonable compensation for such use. . ." The 1910 act stipulated that provisions of the 1906 act applied to the Laredo bridge.

The division found these acts applicable to the present case. It then proceeded to make its findings on the application, saying that was its "duty" so that the findings could be used "as a determination of the rights of the parties or as a guide to any court to whom recourse may be sought for enforcement of rights under those bridge statutes or otherwise." Previously the report had noted that any order the commission might enter in the proceeding would be of a "permissive nature."

The present agreement under which the T.M. handles I.G.N. cars is a 25-year contract with a November 1, 1953, expiration date. The I.G.N. contends generally that the arrangement puts it "at the mercy" of the T.M. It argued that it could perform the services more economically for itself; and expressed fears that the charges it now pays for such services would be increased and its cars delayed as a result of a T.M. proposal to handle all northbound cars through a new bonded customs yard

which it is building 3 mi. from the bridge. The division identified these fears as the principal I.G.N. reason for filing the application. At the same time that road also complained that "valuable information" with respect to its international traffic can now be obtained by the T.M. as handler of the customs papers. Without tying the comment to this complaint, the division's report said later on that the record in the case had shown that "the carrier controlling operation over the bridge has a definite advantage over its competitor."

The terminal-company proposal was the division's idea for according the two roads "equal rights" while at the same time preserving the "economies of one-carrier operation." The trackage-rights order which it plans to issue if that proposal is not accepted would be conditioned upon the making of arrangements with the N. of M. for the blocking by that road of the T.M. and I.G.N. cars which it delivers on the bridge. The N. of M. now makes no attempt to keep the cars of the two roads in separate blocks. Also, there would be a condition requiring that the I.G.N. "will not attempt to get" and that the N. of M. "will not give" preferential delivery of northbound I.G.N. cars. Finally, there would be conditions for the protection of T.M. employees who might be adversely affected; and the I.G.N. would be required to pay the cost of such protection —provided the T.M. gave it access to records which will enable it to determine "whether or not the expenses have been fairly incurred, and, if dispute exists, the matter be submitted to arbitration." Meanwhile, the division found that "reasonable rental" for use of the bridge and tracks by the I.G.N. would be "an amount equal to a user proportion of 6 per cent annually on the agreed value of the property involved, and a user proportion of the costs of maintenance, operation and taxes applicable thereto."

Montana, Wyoming & Southern—Bond Modification—The Interstate Commerce Commission has denied a petition filed by this road for reconsideration of the order on its bond-modification plan which was entered July 21 by the commission's Division 4. The division's order approved the voluntary adjustment plan which was filed under the Interstate Commerce Act's section 20b—provided it was amended to raise from \$150 to \$350 the proposed cash payment on each of the bonds involved (see *Railway Age* of August 6, page 65). In denying the petition for reconsideration, the commission said that the requirements of the division's order were "just and reasonable."

Savannah & Atlanta—Joint Operation—This road has applied to the Interstate Commerce Commission for authority to revise a 1916 contract between it and the Georgia for joint operation of the latter's lines between Camak Junction, Ga., and Camak, together with yard tracks and other facilities at Camak.

The application said the new contract would continue present arrangements while providing for a more equitable division of costs.

New Securities

Application has been filed with the I.C.C. by:

Chicago, Milwaukee, St. Paul & Pacific—To issue \$4,500,000 of series KK equipment trust certificates to finance in part the following equipment:

Description and builder	Estimated Unit Cost
9 4,500-hp. Diesel-electric freight locomotives, each consisting of 3 units (Electro-Motive Division, General Motors Corporation)	\$483,244
1 1,500-hp. Diesel-electric freight locomotive (Electro-Motive)	166,150
3 1,000-hp. Diesel-electric road switching locomotives (American Locomotive Company)	109,485
1 2,000-hp. Diesel-electric transfer locomotive consisting of a lead unit and a booster unit (Electro-Motive)	199,413
4 1,000-hp. Diesel-electric switching locomotives (Baldwin Locomotive Works)	98,532
6 1,000-hp. Diesel-electric switching locomotives (Fairbanks, Morse & Co.)	98,123

Total estimated cost of the equipment is \$6,026,084. The certificates would be dated October 1, mature in 30 semiannual installments of \$150,000 each, beginning April 1, 1950, and would be sold on competitive bids.

Erie—To issue \$4,300,000 of equipment trust certificates to finance in part the following equipment.

Description and builder	Estimated Unit Cost
2 2,000-hp. Diesel-electric passenger locomotives (American Locomotive Company)	\$214,210
3 1,500-hp. Diesel-electric road switching locomotives (American)	146,471
5 1,500-hp. Diesel-electric road switching locomotives (American)	142,900
6 1,500-hp. Diesel-electric road switching locomotives (Baldwin Locomotive Works)	142,900
6 1,000-hp. Diesel-electric switching locomotives (Electro-Motive Division, General Motors Corporation)	97,500
5 660-hp. Diesel-electric switching locomotives (American)	75,900
1 6,000-hp Diesel-electric freight locomotive, consisting of 4 units (Electro-Motive)	635,800
30 70-ft. baggage cars (American Car & Foundry Co.)	45,000

Total estimated cost of the equipment is \$5,390,033. The certificates would be dated October 15, mature in 10 annual installments of \$430,000, beginning October 15, 1950, and would be sold on competitive bids.

New York, Chicago, & St. Louis—To assume liability for \$3,450,000 of equipment trust certificates to finance in part the following equipment:

Description and builder	Estimated Unit Cost
200 50-ton, 50-ft. 6-in. all-steel box cars (American Car & Foundry Co.)	\$ 6,244
2 bedroom-diner-lounge cars (Pullman-Standard Car Manufacturing Company)	155,242
13 sleeping cars with 6 double bedrooms and 10 single roomettes each (Pullman-Standard)	120,293
10 passenger coaches (Pullman-Standard)	106,140

Total estimated cost of the equipment is \$4,314,430. The certificates would be dated October 15, would mature in 30 semiannual installments of \$115,000 each, beginning April 15, 1950, and would be sold on the basis of competitive bids.

Texas & Pacific—To assume liability for \$2,300,000 of series G equipment trust certificates to finance in part the acquisition from General Motors Corporation, Electro-Motive Division, of two

6,000-hp. Diesel-electric road freight locomotives, each consisting of two 1,500-hp. "A" units and two 1,500-hp. "B" units, at an estimated cost of \$628,586 each; and of four 4,500-hp. Diesel-electric road freight locomotives, each consisting of two 1,500-hp. "A" units and one 1,500-hp. "B" unit, at an estimated cost of \$478,536 each. Total estimated cost of the equipment is \$3,171,316. The certificates would be dated November 1, would mature in 10 annual installments of \$230,000 each, beginning November 1, 1950, and would be sold on the basis of competitive bids.

Dividends Declared

Atchison, Topeka & Santa Fe.—\$1.50, quarterly; extra, \$2.00, both payable December 1 to holders of record October 28.

Carolina, Clinchfield & Ohio.—\$1.25, quarterly, payable October 20 to holders of record October 10.

Cleveland, Cincinnati, & St. Louis.—5% preferred, \$1.25, quarterly, payable October 31 to holders of record October 5.

Savannah & Atlanta.—5% preferred, \$1.25, payable October 1 to holders of record September 21.

Average Prices Stocks & Bonds

	Sept.	Last	Last
	27	week	year
Average price of 20 representative railway stocks	37.86	37.27	47.40
Average price of 20 representative railway bonds	85.95	85.32	88.63

RAILWAY OFFICERS

EXECUTIVE

A. Matthews, Jr., has been appointed transportation assistant to vice-president of the New York Central system, with headquarters at New York.

FINANCIAL, LEGAL & ACCOUNTING

Hugh Fulton has resigned as general counsel of the Hudson & Manhattan, and has been succeeded by Crisona Brothers. Mr. Fulton's firm, Fulton, Walter & Halley, will serve the company as special counsel, replacing the Crisona firm.

R. E. Justin has been appointed auditor of the Cleveland Union Terminals, at Cleveland, Ohio, succeeding **C. L. Freeman**, deceased.

OPERATING

H. D. Mudgett, manager of the Northern Pacific Terminal Company of Oregon, with headquarters at Portland, Ore., retired on September 30, after 49 years of railroad service.

W. S. Hall, assistant to vice-president, Central departments, of the Railway Express Agency at Chicago, has been appointed superintendent of organization at that point. He succeeds **William C. Searight**, who has been named superintendent of supplies, also with headquarters at Chicago. Mr. Searight re-

places **S. A. Erd**, who has retired after more than 50 years of continuous service.

John P. Foster, whose promotion to general manager of the Mississippi Valley department, Railway Express Agency, with headquarters at St. Louis, Mo., was reported in the *Railway Age* of September 10, is a native of Yreka, Cal. He began his express career over 41 years ago at San Jose, Cal., and after varied express operating experience in the West, became general agent at Den-

to Rock Island, Ill., as division superintendent. He served as general superintendent at Kansas City, Mo., from June, 1942, to February, 1943, when he became general superintendent at El Reno. Mr. Franklin returned to Kansas City in



John P. Foster



C. L. Franklin

June, 1945, as general manager, and was transferred to El Reno in April, 1948, as assistant general manager of the third district. In July of this year he was advanced to acting general manager at Chicago, which post he held prior to his new appointment.

TRAFFIC

Fay Nelson McKenzie, whose promotion to general passenger agent of the Canadian National at Winnipeg, Man., was reported in the *Railway Age* of August 20, was born at Morden, Man., on October 30, 1900. He attended grade and high school at Saskatoon, Sask., where he entered service with the C. N. as a ticket clerk in June, 1917. From 1918 to 1927, he served in various clerical positions at Saskatoon and Regina, Sask., and subsequently became traveling passenger agent, with headquarters at Saskatoon. He was transferred to Portland, Ore., in 1930, was appointed passenger traffic representative at Vancouver, B. C., in 1932, and became traveling passenger agent, with headquarters at Edmonton, Alta., six years later. In 1939 he was advanced to general agent, passenger department, at Jasper, Alta., and the next year he was made chief clerk to the passenger traffic manager at Winnipeg. Mr. McKenzie was further advanced to district passenger agent at Winnipeg in August, 1946, in which capacity he was serving at the time of his recent promotion.

John R. Hall, who has been associated with the Bangor & Aroostook since 1914, has been appointed trainmaster and division agent in charge of the new traffic office which that road has opened at Presque Isle, Me.

Carl M. Gustafson, district manager of public relations and sales of the Rail-



with an **EYE** to maintenance

Simplicity and accessibility are two cardinal virtues of any mechanical device. Combined they make possible ease of maintenance with reliability following naturally. With this as our golden rule, many refinements suggested by experienced operating engineers and others conceived by ourselves have been incorporated in this new switcher. The novel arrangement of electrical controls and auxiliary equipment, providing easy and ample access for inspection and adjustment, is a fair example. Water-cooling of the engine exhaust manifold to equalize thermal expansion in related connections, thereby eliminating causes of serious exhaust gas leaks, is another.

The major consideration in ease of maintenance is a comfortable margin of ready power in the prime mover at all conditions of operation. The diesel engine in this switcher is a powerful rugged four-cycle supercharged type with 8-cylinder in-line configuration. All parts of it are precision machined requiring no hand fitting. Since the engine is supercharged, pistons are made smaller. With lighter reciprocating weights, the engine responds more rapidly to throttle changes. This procedure conforms strictly to modern trends in diesel-engine design.

Accessibility has been emphasized in the diesel-engine construction. For example, all gears in the timing train can be removed easily without disturbing the electric generator. Any piston can be pulled without removing its respective cylinder liner.

Arrange to have your people who know railroad diesels take a careful look at this switcher. It is powered by our own Hamilton-built engine which provides a full 1000 horsepower to the traction motors. Standard Westinghouse electrical equipment is used. Accessories are standard and of highest grade.



DIVISIONS: Lima, Ohio—Lima Locomotive Works Division; Lima Shovel and Crane Division. Hamilton, Ohio—Hooven, Owens, Rentschler Co.; Niles Tool Works Co. Middletown, Ohio — The United Welding Co.

PRINCIPAL PRODUCTS: Locomotives; Cranes and shovels; Niles heavy machine tools; Hamilton diesel and steam engines; Hamilton heavy metal stamping presses; Hamilton-Kruse automatic can-making machinery; Special heavy machinery; Heavy iron castings; Weldments.

way Express Agency at Chicago, has been appointed sales manager, with headquarters at New York.

William F. Donovan, assistant general traffic agent of the Illinois Central, at Chicago, retired on September 30, after 51 years of service with that road.

Walter Hately, whose promotion to freight traffic manager of the Canadian National at Winnipeg, Man., was reported in the *Railway Age* of August 20, was born on March 5, 1887, at Brantford, Ont., where he attended the local public schools and Brantford Collegiate Institute. He began his railroad career in March, 1904, as a clerk on the Grand Trunk (now part of the C. N.) at Hamilton, Ont., and later served successive-

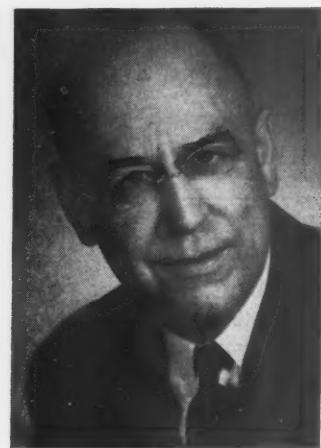
to entering railroad service, was employed by the Allan Line Steamship Company, London, England, for two years. He joined the Canadian Pacific in September, 1909, in the foreign freight department at Montreal, Que., and later served in the freight office at Regina, Sask., until 1911, when he became city freight agent for the Canadian Northern (now part of the C. N.) at Regina. In March, 1915, he was transferred to Calgary, Alta., and the following November was advanced to district freight agent at Regina. Mr. Whyte returned to Calgary as division freight agent in 1917, and three years later became division freight agent for the C. N. at Vancouver, in which position he remained until his recent appointment.

MECHANICAL

F. R. Hosack, assistant chief mechanical officer of the Missouri Pacific, St. Louis, Mo., has joined the Chicago, Rock Island & Pacific, at Chicago, as mechanical assistant to vice-president—operation

PURCHASES and STORES

Hugh P. Millar, assistant to vice-president of purchases and stores of the Canadian Pacific, has been appointed manager of stores, with headquarters as before at Montreal, Que., succeeding **F. G. Bannister**, who has retired on pension, after 45 years of service with this company. Mr. Millar entered the service of the C.P.R. in 1918 in the telegraph department at Calgary, Alta., transferring to the purchasing department the following year. In 1929 Mr. Millar went to Montreal, becoming a purchasing agent there in 1941, and two



Walter Hately

ly in that position at Toronto, Ont., and Montreal, Que. In 1913 he joined the Canadian Northern (also part of the C. N.) as a clerk at Winnipeg, being appointed assistant general freight agent at that point for the C. N. in 1919. Mr. Hately was advanced to general freight agent at Winnipeg in 1929, and was transferred to Vancouver, B. C., in the same capacity in 1939, at which point he was serving at the time of his promotion.

John W. Wack, division freight and passenger agent of the Wabash at Omaha, Neb., has been appointed assistant general freight agent at Chicago. He succeeds **L. R. Wilson**, who has, in turn, been appointed to replace Mr. Wack at Omaha.

Frank S. McCoy, chief commerce clerk of the Southern Freight Association, has been appointed assistant general freight agent of the Southern system, with headquarters at Atlanta, Ga.

William Alan Whyte, whose appointment as general freight agent of the Canadian National at Vancouver, B. C., was reported in the *Railway Age* of August 20, was born on November 24, 1889, at Hornsey, England. He attended the public schools in England and, prior

to entering railroad service, was employed by the Allan Line Steamship Company, London, England, for two years. He joined the Canadian Pacific in September, 1909, in the foreign freight department at Montreal, Que., and later served in the freight office at Regina, Sask., until 1911, when he became city freight agent for the Canadian Northern (now part of the C. N.) at Regina. In March, 1915, he was transferred to Calgary, Alta., and the following November was advanced to district freight agent at Regina. Mr. Whyte returned to Calgary as division freight agent in 1917, and three years later became division freight agent for the C. N. at Vancouver, in which position he remained until his recent appointment.

E. A. Workman, purchasing agent of the Central of New Jersey at New York, retained that title when the road emerged from bankruptcy on October 1 (see *Railway Age* of September 3, page 80).

SPECIAL

W. W. Martin, assistant to general manager of public relations and sales of the Railway Express Agency at New York, has been appointed superintendent, employee and public relations, with the same headquarters. **William B. Harris**, chief of the Suggestion bureau since May 1, 1948, has been appointed superintendent, Suggestion bureau, at New York.

OBITUARY

Alfred Fynn, general passenger agent of the Erie at Cleveland, Ohio, died at his home in that city on September 25, at the age of 50. Mr. Fynn was born at Oakland, Cal., on February 16, 1899, and attended Chicago grade and high schools and Chicago Musical College. He entered railroad service in 1917 with the Erie and had served in various capacities in the passenger department of that road continuously since that time, with the exception of three years in the passenger department of the Chicago, Indianapolis & Louisville.

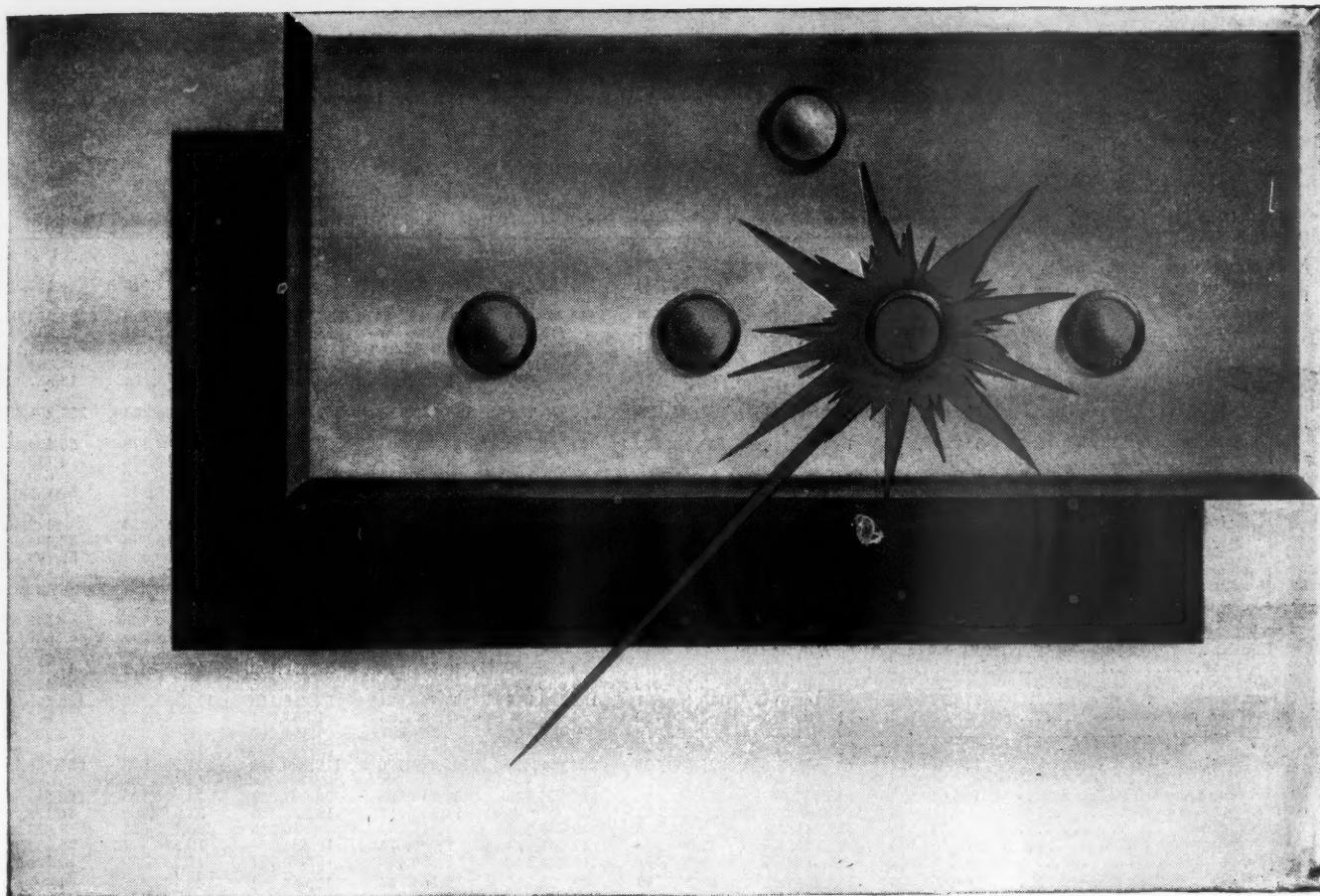
William C. Jones, assistant to executive vice-president of the Denver & Rio Grande Western, at Denver, Colo., died at his home in that city on September 12, following an illness of several months. Mr. Jones was born at Fredericksburg, Va., on December 14, 1885, and received his higher education at Fredericksburg College and Virginia Polytechnic Institute. He began his railroad career in 1905 as a chainman on the Richmond, Fredericksburg & Potowmack, and joined the Carolina, Clinchfield & Ohio in the following year, serving successively as instrumentman, inspector and draftsman at Johnson City, Tenn. Mr. Jones later served in engineering posts with several concerns and with the Seaboard Air Line, the Winston-Salem Southbound and the Chesapeake & Ohio. He became associated with the Denver & Salt Lake in 1927 as assistant engineer at Denver, advancing to chief engineer in 1930. He was out of the railroad industry from May, 1942, until May, 1943, but then joined the Rio Grande as assistant to general manager. In January, 1948, Mr. Jones was appointed assistant to executive vice-president, which post he held at the time of his death.



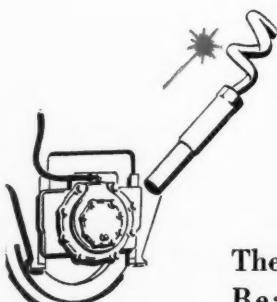
Hugh P. Millar

years later was appointed assistant to the general purchasing agent. He became assistant to vice-president of purchases and stores at the beginning of this year.

Mr. Bannister joined the stores department of the C.P.R. in 1904 at Winnipeg, Man., and, after serving in vari-



this new device keeps an *Electric Eye* on the bearings



The Westinghouse-Union Hot Bearing Detector brings an important new safeguard to passenger equipment. It solves the problem of hot bearing detection.

Any undue rise in the temperature of an individual bearing is immediately detected and reported—by red light to the train crew, by signal whistle to

the engineer—BEFORE any damage results.

The device disregards temperature fluctuations due to weather and operating conditions; only the abnormal, threatening rise causes it to react.

Leaflet No. 2464 gives the complete story of principle and operation. We will be glad to send you a copy.



Westinghouse Air Brake Co.

WILMINGTON, PA.



OPERATING REVENUES AND OPERATING EXPENSES OF CLASS I STEAM RAILWAYS

Compiled from 128 monthly reports of revenues and expenses representing 132 Class I steam railways

(Switching and Terminal Companies Not Included)

FOR THE MONTH OF JULY 1949 AND 1948

Item	United States		Eastern District		Southern District		Western District	
	1949	1948	1949	1948	1949	1948	1949	1948
Miles of road operated at close of month	226,529	226,917	53,444	53,494	46,010	46,129	127,075	127,294
Revenues:								
Freight	\$562,810,576	\$685,425,942	\$200,450,639	\$252,456,919	\$99,919,947	\$133,755,828	\$262,439,990	\$299,213,195
Passenger	82,564,326	95,094,025	42,274,195	48,770,995	11,927,630	13,984,026	28,362,501	32,339,004
Mail	17,293,763	15,573,796	6,496,244	5,774,370	2,948,301	2,782,263	7,849,218	7,017,163
Express	5,157,399	7,992,001	592,660	2,331,869	683,883	1,275,460	3,860,856	4,384,672
All other operating revenues	32,842,296	37,907,781	14,167,437	16,259,586	4,981,141	6,110,749	13,693,718	15,537,446
Railway operating revenues	700,646,360	841,993,545	263,981,175	325,593,739	120,460,902	157,908,326	316,206,283	358,491,480
Expenses:								
Maintenance of way and structures	116,356,083	120,462,120	39,912,412	45,666,516	21,946,493	24,219,156	54,497,178	50,576,448
Depreciation	10,383,107	10,394,376	4,469,821	4,413,542	1,603,012	1,808,419	4,310,274	4,172,415
Retirements	1,221,446	1,121,317	243,299	367,115	147,925	124,922	830,222	629,280
Deferred maintenance	*433,866	*240,396	.....	*3,593	*318,593	*51,800	*115,273	*165,003
Amortization of defense projects	151,190	146,587	15,471	16,414	46,264	43,904	89,455	86,269
Equalization	*2,758,140	*1,581,210	*2,006,828	*1,616,213	*265,458	157,585	*485,854	*122,582
All other	107,792,346	110,621,446	37,190,649	42,489,251	20,733,343	22,136,126	49,868,354	45,996,069
Maintenance of equipment	128,138,569	139,223,284	52,345,516	58,186,001	23,584,015	28,333,794	52,209,038	52,703,489
Depreciation	23,646,851	20,826,818	9,193,176	8,131,126	5,265,830	4,654,691	9,187,845	8,041,001
Retirements	*53,706	*56,703	*1,809	*13,394	*16,046	*15,794	*35,851	*27,515
Deferred maintenance and major repairs	*71,275	*191,403	*31,401	*1,000	*8,878	*46,968	*30,996	*143,435
Amortization of defense projects	1,221,482	1,227,166	450,888	452,391	238,395	238,924	532,199	535,851
Equalization	*759,099	*499,445	*39,411	47,213	*507,032	*569,161	*212,656	22,503
All other	104,154,316	117,916,851	42,774,073	49,569,665	18,611,746	24,072,102	42,768,497	44,275,084
Traffic	16,326,787	16,061,969	5,549,416	5,682,556	3,364,321	3,403,114	7,413,050	6,976,299
Transportation—Rail line	276,324,900	316,164,574	115,464,527	132,193,895	47,700,021	57,215,118	113,160,352	126,755,561
Miscellaneous operations	10,213,162	11,935,775	3,560,770	4,476,674	1,387,465	1,584,844	5,264,927	5,874,257
General	22,458,926	22,311,324	8,707,912	8,482,811	4,759,481	4,864,414	8,991,533	8,964,099
Railway operating expenses	569,818,427	626,159,046	225,540,553	254,688,453	102,741,796	119,620,440	241,536,078	251,850,153
Net revenue from railway operations	130,829,933	215,834,499	38,440,622	70,905,286	17,719,106	38,287,886	74,670,205	106,641,327
Railway tax accruals	66,172,895	96,396,698	20,685,223	31,001,042	11,555,912	19,223,895	33,931,760	46,173,761
Pay-roll taxes	21,284,935	21,147,396	6,641,653	8,964,939	3,915,758	3,350,236	8,727,524	8,832,221
Federal income taxes†	17,434,133	48,854,375	2,096,078	11,801,983	2,083,678	10,484,956	13,254,377	26,567,436
All other taxes	27,453,827	26,396,927	9,947,492	10,234,120	5,556,476	5,388,703	11,949,859	10,774,104
Railway operating income	64,657,038	119,435,801	17,755,399	39,904,244	6,163,194	19,063,991	40,738,445	60,467,566
Equipment rents—Dr. balance	11,381,378	11,398,451	4,577,641	4,491,716	*1,215,534	*1,979,584	8,019,271	8,886,319
Joint facility rent—Dr. balance	2,938,658	2,780,542	1,432,558	1,339,960	425,904	317,944	1,080,196	1,122,638
Net railway operating income	50,337,002	105,256,808	11,745,200	34,072,568	6,952,824	20,725,631	31,638,978	50,458,609
Ratio of expenses to revenues (percent)	81.3	74.4	85.4	78.2	85.3	75.8	76.4	70.3

FOR THE SEVEN MONTHS ENDED WITH JULY 1949 AND 1948

Item	United States		Eastern District		Southern District		Western District	
	1949	1948	1949	1948	1949	1948	1949	1948
Miles of road operated at close of month	226,644	227,155	53,484	53,667	46,036	46,151	127,124	127,337
Revenues:								
Freight	\$4,168,540,231	\$4,490,224,654	\$1,586,006,505	\$1,719,903,761	\$854,653,927	\$936,384,926	\$1,727,879,799	\$1,833,935,967
Passenger	512,663,000	547,981,943	266,092,899	278,103,469	62,973,006	88,354,306	163,597,095	181,524,168
Mail	125,481,826	106,985,017	45,921,579	38,151,418	22,739,488	19,544,406	56,820,759	49,289,193
Express	41,785,171	67,527,734	10,268,321	22,606,774	7,574,538	11,979,171	23,942,312	32,941,789
All other operating revenues	221,438,870	235,993,454	98,610,234	104,516,251	37,281,511	39,771,943	85,547,125	91,705,260
Railway operating revenues	5,069,909,098	5,448,712,802	2,006,899,538	2,163,281,673	1,005,222,470	1,096,034,752	2,057,787,090	2,189,396,377
Expenses:								
Maintenance of way and structures	777,518,908	765,168,896	276,901,875	281,536,084	156,670,160	161,014,891	343,746,873	322,617,921
Depreciation	73,835,646	72,376,166	31,125,791	30,746,442	12,750,499	12,570,440	29,959,356	29,059,284
Retirements	6,084,451	6,652,420	1,692,303	1,875,802	929,099	747,055	3,463,049	4,029,563
Deferred maintenance	*1,905,910	*2,447,762	*328,422	*71,633	*695,073	*783,916	*882,415	*1,592,013
Amortization of defense projects	1,046,745	1,271,782	107,741	93,793	330,428	305,754	608,576	372,235
Equalization	*6,336,688	*2,469,472	*3,721,897	713,216	411,111	1,788,635	*3,025,902	*32,379
All other	704,794,664	684,846,818	248,026,359	248,178,664	143,144,096	146,386,923	313,624,209	290,281,231
Maintenance of equipment	966,887,529	969,434,864	396,266,869	412,622,425	193,964,010	196,154,124	376,656,650	360,658,315
Depreciation	159,825,584	142,521,544	61,841,409	56,151,145	35,860,453	31,671,155	62,123,722	54,699,244
Retirements	*445,765	*721,647	*74,445	*82,389	*118,733	*146,091	*252,587	*493,167
Deferred maintenance and major repairs	*870,806	*2,376,712	*431,017	*1,000	*202,042	*669,205	*237,747	*1,706,507
Amortization of defense projects	8,553,248	8,626,074	3,156,656	3,165,326	1,671,095	1,672,661	3,725,497	3,788,087
Equalization	302,656	1,878,864	*68,125	524,286	635,329	1,394,866	*264,548	*40,288
All other	799,522,612	819,506,741	331,842,391	352,865,057	156,117,908	162,230,738	311,562,313	304,410,946
Traffic	115,136,232	111,271,765	39,218,331	37,935,853	24,218,945	24,458,942	51,698,956	48,876,990
Transportation—Rail line	2,033,646,820	2,196,344,242	858,460,798	935,490,517	373,707,967	409,407,975	801,478,055	851,445,750
Miscellaneous operations	69,990,473	76,084,563	26,064,180	28,966,579	10,648,461	11,554,829	33,277,832	35,563,155
General	161,918,197	156,771,788	62,761,928	59,920,696	34,513,609	34,130,585	64,642,660	62,720,507
Railway operating expenses	4,125,098,159	4,275,076,138	1,659,673,981	1,756,472,154	793,923,152	836,721,346	1,671,501,026	1,681,882,638
Net revenue from railway operations	944,810,939	1,173,636,664	347,225,557	406,809,519	211,299,318	259,313,406	386,286,064	507,513,739
Railway tax accruals	486,884,968	557,600,751	175,033,395	195,997,673	111,586,005	130,347,998	200,265,568	231,255,080
Pay-roll taxes	150,432,571	156,102,467	61,754,794	64,756,404	28,951,265	31,708,822	59,726,512	59,637,241
Federal income taxes†	147,884,754	220,757,604	43,248,384	62,327,181	43,917,716	60,985,607	60,718,654	97,444,816
All other taxes	188,567,643	180,740,680	70,030,217	68,914,088	38,717,024	37,653,569	79,820,402	74,173,023
Railway operating income	457,925,971	616,035,913	172,192,162	210,811,846	99,713,313	128,965,408	186,020,496	276,258,659
Equipment rents—Dr. balance	72,216,574	77,008,873	33,210,720	35,908,696	*5,029,138	*7,489,474	44,034,992	48,589,651
Joint facility rent—Dr. balance	22,228,667	22,837,513	10,554,698	10,879,729	3,394,246	3,345,571	8,279,723	8,612,213
Net railway operating income	363,480,730	516,189,527	128,426,744	164,023,421	101,348,205	133,109,311	133,705,781	219,056,795
Ratio of expenses to revenues (percent)	81.4	78.5	82.7	81.2	79.0	76.3	81.2	76.8

† Includes income tax and surtax.
‡ Decrease, deficit, or other reverse item.

Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

GENERAL NEWS

(Continued from page 57)

Will Speed Chicago-San Francisco Mail Service

"Second morning" railway mail service for first class and other preferential mail between Chicago and San Francisco, Cal., went into effect October 1 on the "City of San Francisco." The new service cuts as much as a full day from the fastest previous railway mail service to the west coast for a considerable volume of first class mail, and is made possible by delivery of seven new streamlined post office cars to the three roads which jointly operate the train—the Chicago & North Western, the Union Pacific and the Southern Pacific.

Mail carried on the "City of San Francisco" at present travels under the post-office designation "closed pouch," and is not sorted until arrival. Saving in time will be gained by picking up, sorting, and distributing mail enroute. Mail for San Francisco and Chicago will arrive sorted by street and zone number, ready for immediate distribution.

The new 85-ft. cars, built at a cost of more than a half million dollars, are each manned by a crew of six to eight postal employees. Each car has a 60-ft. working space for sorting mail with the remainder used for mail storage. In addition, facilities are provided for the postal crew, including refrigerated drinking water, electric cook stove, clothing compartments, lavatory and toilet.

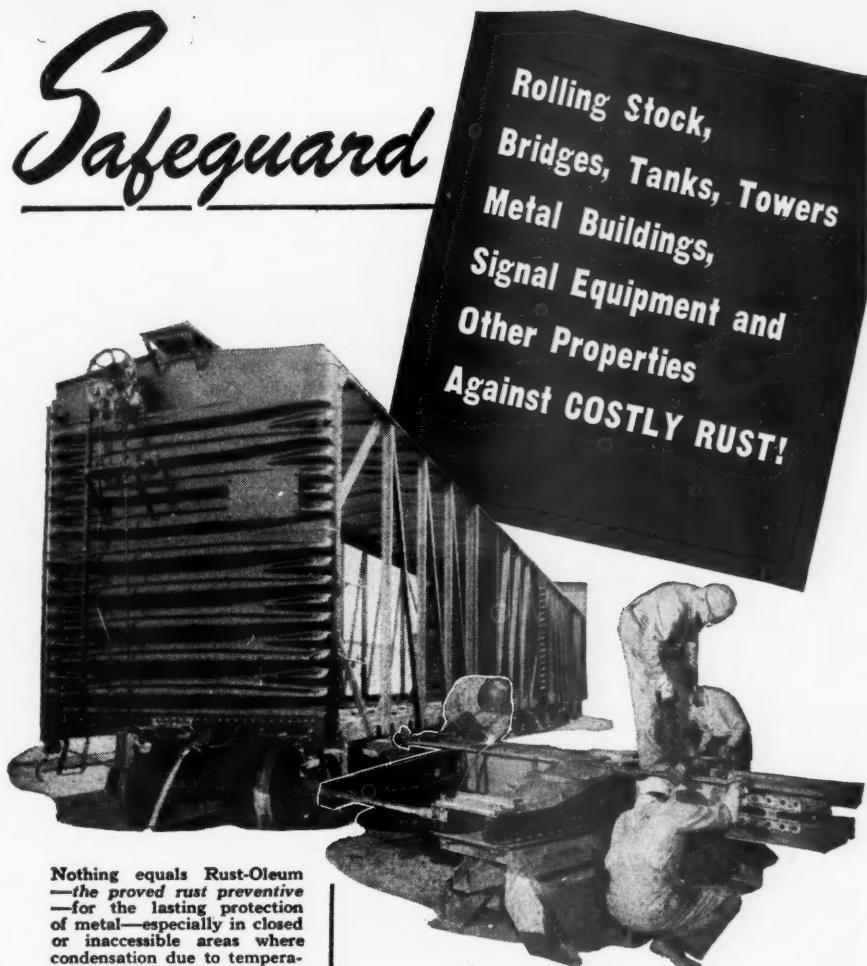
"Sailing Day" Forwarder Cars Announced

Savings said to be as high as 55 cents per 100 lb. are offered by the Clipper Carloading Company in a new scheduled service from Chicago and points east, to the states of California, Oregon and Washington, effective September 24. Useful to those shippers who do not require daily service, the new rates apply only to pool cars which operate at two-week intervals. All commodities are not covered by the new rates, but "many thousands" are, according to Clipper's announcement.

It is understood that this new type of "sailing day" operation of pool cars permits a saving in rates because commodities can be held to provide lowest rate bracketing of items, to an extent greater than in pool cars which operate at more frequent intervals.

U. S. Chamber's Transport Committee Holds Meeting

This year's Transportation and Communications Department Committee of the Chamber of Commerce of the United States held its first meeting in Washington, D. C., this week. "Many problems facing the transportation industry were given attention," according to a chamber statement, which also said that the committee's chairman, Evans A. Nash, had opened the meeting with a declaration to the effect that the committee's "chief objective is to strengthen



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the present privately owned and operated transportation system."

Later on, however, the statement said that in a discussion of the federal-aid airport program, the committee's attention "was directed to possibilities for spreading the benefits of federal funds." Also, the committee "considered" the separation of subsidy from air-mail payments. As to the transport recommendations of the so-called Hoover Commission, the committee was of the view that any legislation to implement such recommendations should await the transportation report now being prepared by the Secretary of Commerce at President Truman's request.

Meanwhile, Chairman Nash's opening remarks had referred to the pending congressional studies of transportation. "We feel," he said, "that much can be accomplished through cooperation with the Senate and House committees conducting these inquiries." Highway discussions at the meeting included consideration of "whether the development of toll roads should be encouraged or discouraged," the chamber's statement said. It summed up the committee's position on the transportation and communications taxes in this way:

"The committee again expressed strong support for repeal of the wartime transportation and communication excises.

Several members pointed out the destructive effect that these discriminatory taxes are having on their business. It was felt that redoubled efforts should be made by all concerned to acquainting Congress of this effect on business and employment."

National Transportation Forum To Be Held at Omaha

A national transportation forum—said to be the first of its kind ever held anywhere—will be presented at Omaha, Neb., on October 28, to discuss "how the national transportation system can do a better job for the people of the Central West."

Speakers representing all forms of transportation will appear on the platform together, along with others representing users and investors. On the program, representing transportation, will be Admiral Emory S. Land, president, Air Transport Association, Washington, D. C.; B. M. Seymour, president, Associated Transport, Inc., New York; J. L. Burke, president, Stanolind Pipe Line Company, Tulsa, Okla.; A. J. Seitz, executive vice-president, Union Pacific, Omaha, and Chester C. Thompson, president, American Waterways Operators, Inc., Washington; representing investors, August Ihlefeld, president, Savings Banks Trust Company, New York, and, representing users, Earl B. Smith, vice-president and director of traffic, General Mills, Inc., Minneapolis, Minn.

Cooperating in the program, which will begin with luncheon and run through the afternoon, are the Central-West Regional Forum, Transportation Association of America; Associated Industries of Nebraska; Iowa Manufacturers Association; Associated Industries of Kansas; Nebraska Farm Bureau Federation; Wyoming Commerce & Industry Commission, and the chambers of commerce of Omaha, Des Moines, Iowa, Sioux City, and Denver, Colo. Lloyd H. Mattson, Omaha, general chairman of the sponsorship committee, has announced that anyone interested would be welcome, but reservations must be sent to the Omaha chamber of commerce, with luncheon at \$2 each. "Ample opportunity will be provided for discussion and questions," Mr. Mattson said. "This is a forum to discuss 'How transportation can do a better job for you.'"

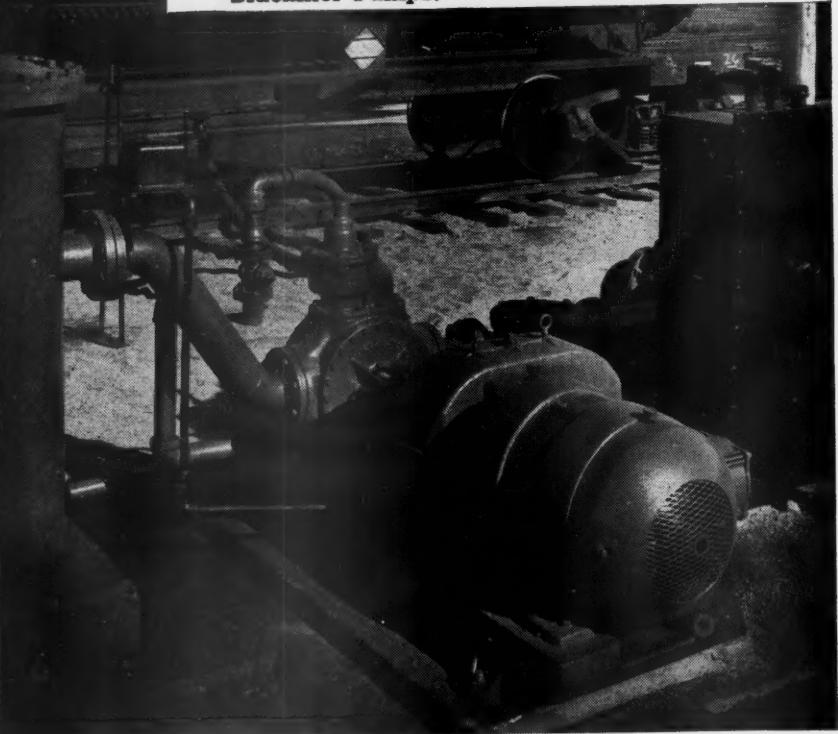
Alabama Express Rates

The Interstate Commerce Commission has instituted an investigation of Alabama intrastate express rates for the purpose of determining whether discrimination against interstate commerce has resulted from the Alabama Public Service Commission's refusal to permit the Railway Express Agency to bring such rates up to the interstate level approved by the I.C.C. in the Ex Parte 163 case. The investigation, which was sought in a petition filed by R.E.A., has been docketed as No. 30340; and hearings will open October 17 at Montgomery, Ala., before Examiner Burton Fuller.



BLACKMER WEATHERPROOF PUMP- ING UNITS PROVIDE DEPENDABLE SERVICE FOR REFUELING DIESELS

In a typical "push-button" Diesel fueling installation a 200 g.p.m. Blackmer Pump refuels a two-unit Diesel locomotive in an average time of about four minutes. Leading railroads, Diesel power plants, bulk petroleum handlers and industrial users cut operating costs with Blackmer Pumps.



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